

BICYCLING IN ANN ARBOR

NEWSLETTER OF THE ANN ARBOR BICYCLE LEAGUE

Volume 1 Number 1

June, 1971

BIKEWAYS READY FOR CONSTRUCTION

Engineering drawings are being completed and bids are about to be advertised for the first phase of Ann Arbor's network of bikeways. Signs have already been installed along parts of the routes which use existing pathways, and are ready to be put up as more routes are completed. City Council appropriated \$3600 in March to develop the first part of the system proposed by the Ann Arbor Bicycle League last December. Included are Miller Avenue, Seventh Street, Washtenaw, Fuller Road and Huron Parkway. These were chosen for initial development because they are important connecting routes for schools and residential areas, and because it is especially difficult for cyclists to find alternate routes on side streets in these areas. Curb cuts will be constructed so cyclists can use sidewalks on most of these routes; it is recognized that this is not an ideal solution to the problem of separating bicycle from auto traffic, but in these cases it seemed the best alternative.

Special thanks go to Public Works Dept. Engineer Howard Russell and to John Robbins, head of the Traffic and Safety Dept, as well as to other city officials who have helped get this important project underway.

BIKE RACKS INSTALLED

Have you used the fine new bike racks on Main Street? These and others on South University were recently put in by the city in response to pleas of the Ann Arbor Bicycle League after several cyclists had been ticketed for improper parking of bikes where no provisions for bikes were made. There are also bike racks in city parking structures and in front of increasing numbers of Ann Arbor business places. In a future issue of this newsletter, we would like to publish an honor roll of businesses which have provided bike parking facilities. Will you help by sending us the names of places you have patronized recently which have bike racks? We don't want to miss any!

The League has discussed the possibility of a requirement that all apartment house owners provide bike parking in proportion to the amount of auto parking they now must provide. What do you think of this idea?

Steering committee members: Tina Beyer, Carol Chaney, Carol Clark, Chris Eliot, Johan Eliot, Mary Fulton, Spense Havlick, Ann Hunt, Jim Kolten, Pat McCauley, Jerry Rees, Jim Rees, Craig Schensted, Haldon Smith

BIKE TO THE FARMER'S MARKET

The Market on Detroit Street is a fun place to go on a Saturday morning. But have you tried to fight your way through the traffic and find a place to park? Bicycle racks have been installed on Detroit Street just south of the market, and this helps make biking an easy way to visit the market. Now if you can just find a way to balance a bushel of apples on the handle-bars.....

LEAGUE SPONSORS PICNIC

Care to spend a summer evening bicycling to a city park and having a picnic? Bring your lunch and meet at City Hall at 5:30 pm on Friday, June 18, for a short bike hike and picnic co-sponsored by the Sierra Club and AABL. Another bike hike is planned for June 25; watch newspaper for details.

THE MORE THE MERRIER - AND MORE EFFECTIVE

The Ann Arbor Bicycle League is a very new and informal organization. We want very much to involve all Ann Arbor residents who have a serious interest in bicycling as a means of transportation. We are proud of the things we have accomplished in just a few months, but we see a tremendous need and a tremendous potential if more cyclists will join us. On the next page you will find a questionnaire which we urge you to fill out and return. Our initial mailing list is relatively small, and we would especially appreciate your sending us the names of other bicyclists whom you think would be interested in our program. What kinds of projects do you think we should undertake to make bicycling safer and more pleasant in Ann Arbor? Send us your ideas.

BICYCLE LICENSES NOW GOOD FOR THREE YEARS

One of the changes made recently in the bicycle ordinance by City Council provides for a three-year licensing period. Council recognized the difficulty some have in getting to City Hall for a new license each year. Also passed was a provision that license numbers and serial numbers be cross-referenced with owner's name to expedite return of stolen bicycles.

The League urges all citizens to license their bikes. To do this you must know the serial number which is stamped on the frame; if there is none, a number will be stamped on by the police department at City Hall. The price of the three-year license remains at 50¢.

BIKE WEEK ENJOYED BY MANY

Ann Arbor's first annual (we hope) Bicycle Week had good participation by cyclists. Safety Day at Burns Park attracted several hundred people of all ages; special thanks to City Clerk Harold Saunders who worked overtime to come and sell licenses; thanks also to those who wielded wrenches and made repairs and adjustments on bikes. The Breakfast Optimists planned a safety program at the

schools and provided much help in conducting the events of the week. The parade and festival at Pioneer High School was fun and strenuous; we were treated to an exhibition of skill on an old-fashioned high wheeled bike, and races, rallies and obstacle courses attracted many. We think Ann Arbor needs more of these kinds of events to build the sort of community we all want. Did you ever try to be sociable while you were stuck inside an automobile in a traffic jam? Can't be done! Bicycling helps you become a part of your community, not just a passer-through.

We couldn't begin to thank all the people who have helped make the projects of the League successful so far, and so we probably shouldn't start. But we should mention Mayor Harris and Prof. A.D. Moore for taking part in the festival, the Campus Bike and Toy Store and the Kiddie Korner for providing prizes, and Lt. Kenneth Klinge of the Police Department for helping organize the events. We have had wonderful cooperation from city officials and community leaders.

NEWS FROM AROUND THE COUNTRY

Bicycling as a means of urban transportation continues to make headlines. Did you see the picture of Mayor Daley of Chicago seated on a tandem bike with a story in TIME magazine last week? The mayor is quoted as saying he intends to ride his bike to City Hall every day on one of the new bike routes recently opened in Chicago. TIME failed to identify the man on the front seat of that tandem; it was Mr. Keith Kingbay of the Bicycle Institute of America, who was in Ann Arbor during Bicycle Week to take part in a study of local bikeways. Now we know who is in the driver's seat in Chicago.....A hotel adjacent to Central Park in New York City is providing free courtesy bikes to its guests..... Handsome stainless steel bike racks have been installed in front of the Museum of Modern Art in New York.....Bicycle Day in Washington, D.C. featured a parade led by Secretary of Transportation John Volpe, who said, "The bicycle, with proper planning and provision for its use could aid in restoring some sense of humanism to our downtown streets and making the city a gathering place for people, not vehicles".....Seattle, Washington has recently developed fifty miles of bike paths connecting the parks of the city.....Princeton, New Jersey has developed a three-year, \$50,000 plan for bikeways connecting schools, parks, shopping areas and the University.....A bill introduced in the State Legislature would require four-foot safety lanes adjoining all new highway construction for cyclists, hikers and equestrians, announced Colorado Representative Arnold of Boulder.....Stations of the new BART (Bay Area Rapid Transit) in San Francisco will have bike parking facilities.

BIKE TOURING CLUB FORMED

The Maize Bicycle Touring Club has recently been formed in Ann Arbor. Including both University students and townspeople, the group plans a full summer of activities. For more information, call Jim Kolton, 761-1948. In future issues of the newsletter, we hope to bring news of other nearby bicycling organizations.

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- () I would like to be a member of the Steering Committee, which
coordinates the activities of the League, forms special
task forces, and formulates policy for the League.
- () Please keep my name on your mailing list for future news
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- () Please remove my name from your mailing list.
- () The following persons would be interested in receiving
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name _____

address _____

name _____

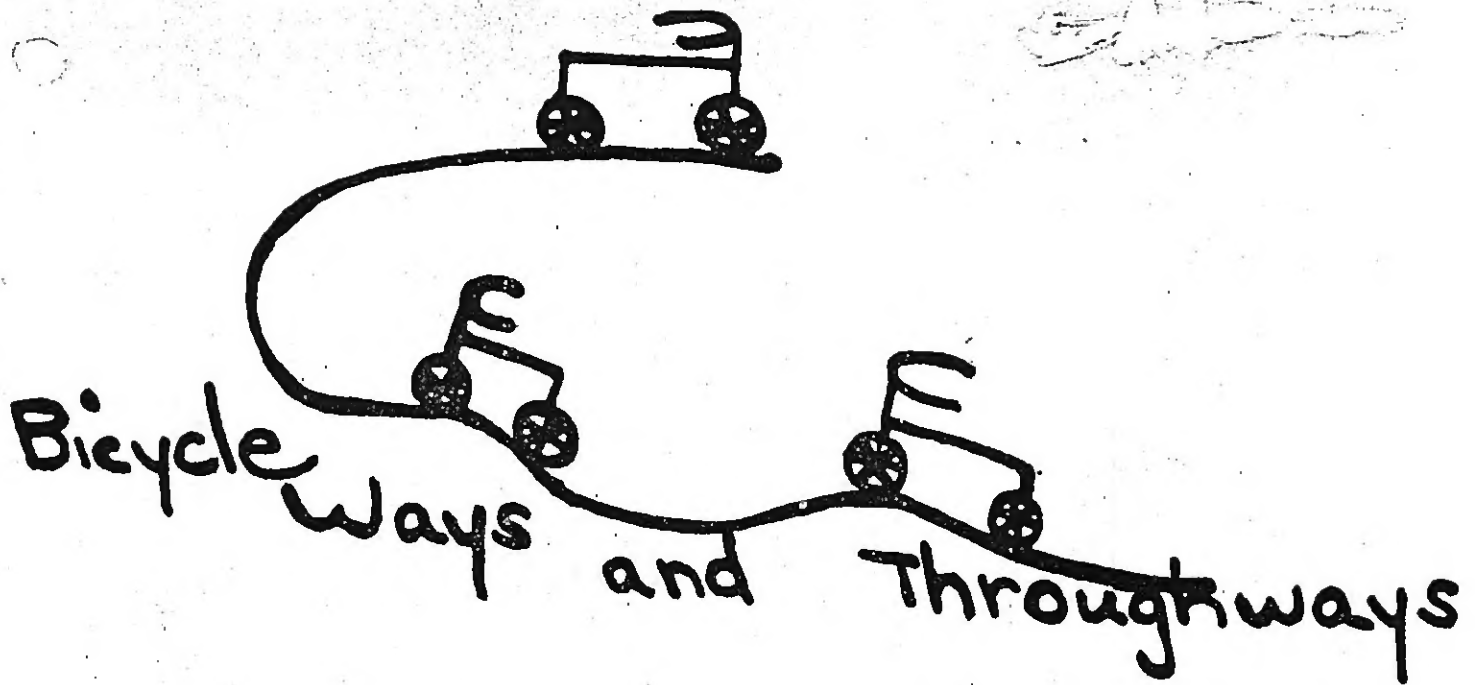
address _____

- () I suggest the following problems or activities the League
should be working on: _____
- _____
- _____

PLEASE FILL OUT AND MAIL TO:

ANN ARBOR BICYCLE LEAGUE
417 Detroit Street
Ann Arbor, Michigan 48104

Non-profit organization U. S. Postage paid 1.7¢ Ann Arbor, Mich. 48106 Permit no. 8



NEWSLETTER OF THE ANN ARBOR BICYCLE LEAGUE

Volume 1 Number 2

September, 1971

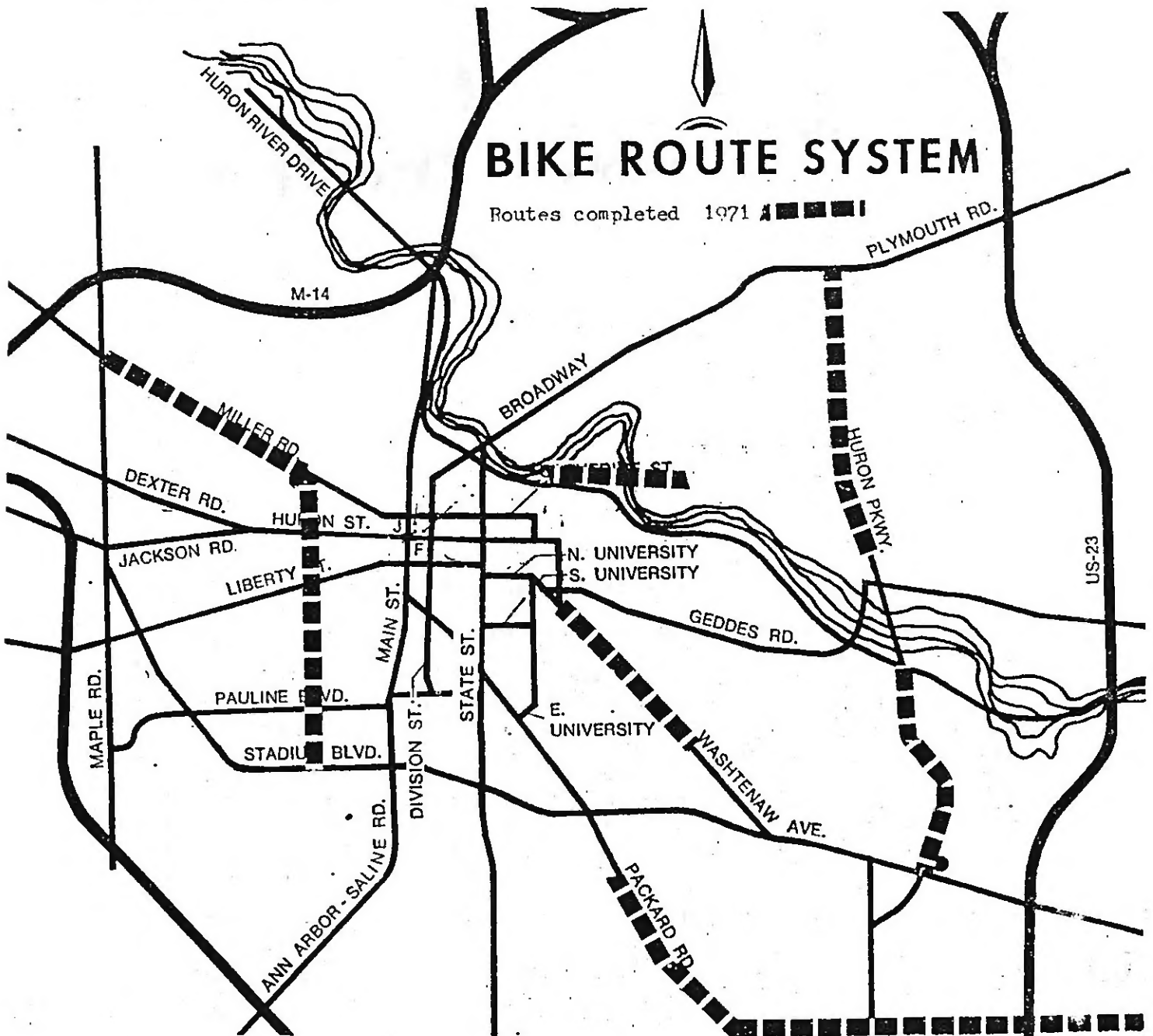
BIKE ROUTES READY ALMOST

This issue of the AABL Newsletter has been delayed in the hopes that the headline article could announce the grand opening of Ann Arbor's new network of bike routes. You may have noticed that curb cuts have been installed on Seventh, Miller and Washtenaw, and that some signs are up on Fuller and Huron Parkway. However, official opening of the routes has been delayed by a shortage of manpower and equipment in the Traffic and Safety Department for installing signs, and by the fact that a few of the key intersections are to be included in construction projects already scheduled for later in the year. Packard Road from Brockman to Carpenter has been added to the routes originally proposed by AABL, and a few of the necessary curb cuts have been constructed as a part of sidewalk construction in the area.

Even though signs are not up, bicyclists should make a special effort to use the routes completed so far. We must demonstrate to the city government and to the community that the need for bike routes exists and that bicyclists will use them when they are available. The present program is an experiment, and future plans will be determined by the success of this first phase.

SUMMER ACTIVITIES OF THE LEAGUE

Although there were no regular meetings of the full steering committee, (members were too busy biking) a number of meetings of subcommittees accomplished worthwhile objectives this summer. Several meetings were held with city officials for the purpose of expediting the bike route development plan. A detailed list of locations of signs to be installed was prepared, discussions were held with Mr. George Owers, Superintendent of the Parks Department regarding plans for bike routes along the river and in the proposed greenways, and a comprehensive plan for future bike routes was presented to the Planning Department. An attractive display was prepared to place in the public library, and it received much favorable notice.



COMING EVENTS

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SATURDAY, SEPTEMBER 25, 9 A.M.

A bicycle ride around Ann Arbor is being sponsored by AABL as a part of Ecology Week. We will meet at the Jones School parking lot just across Detroit Street from the Farmers Market. The purpose is to emphasize the importance of biking as a part of the current concern for the environment, to familiarize Ann Arbor bikers with some of the new bike routes, and.....to have fun!!!

(Speaking of the Farmers Market, our last newsletter suggested that you might enjoy a Saturday morning trip to the market on your bike; last Saturday a quick count showed 25 bikes parked at the market at mid-morning. That's 25 fewer cars looking for parking spaces.)

SUNDAY, OCTOBER 3, 6:30 A.M.

That's right.....6:30 A.M.....a new kind of activity for the Bike League called Bicycle to Breakfast. You are all invited to meet at 521 Scio Church Road (midway between Main and Seventh) for a quick cup of coffee and then ride to Saline to have breakfast at a restaurant. (Yes, they are open that early.) The distance is 8 miles each way from Scio Church Road. If this first breakfast ride turns out to be a success, we hope to try again to a different town on the next Sunday. If you can't make the first one but are interested in the second, call Carol Chaney for details. Her number is 663-4726. If it is raining at 6 A.M., the ride will be postponed one week.

SUNDAY, OCTOBER 17, 3:30 P.M.

The first general meeting of the Ann Arbor Bicycle League for the new fall season will be held at the Ecology Center, 417 Detroit St. Everyone interested in helping to promote better bicycling in the Ann Arbor area is invited to attend. We need your ideas and your talents. There are maps to be drawn, lists to be typed, telephoning, research, activities to be planned.....it's up to you.

BICYCLE EXCHANGE, CLASSES PROPOSED

Among the many suggestions which have come in to League members has been that the League operate a bicycle exchange where persons who have bikes for sale or to donate can make contact with buyers or worthy recipients. In its present state of organization, the League has no facilities for such an endeavor. However, perhaps we could help get one started. Is there some other civic group which might take part in such an activity? What are your thoughts?

It has also been suggested that we organize a class or series of classes in bike repair and maintenance. Would you sign up for such a course? Do you know someone who is qualified and interested in teaching such a course? If so, please come to the AABL meeting on October 17, or call Jerry Rees at 663-1150.

NEW LICENSES GOOD TILL SEPTEMBER 1973

Check the expiration date on your present bicycle license. If you have not bought one since April, you will probably need to buy a new one before the end of this month. Bicycles without licenses may be impounded. Licensing is important to help reduce thefts and promote responsible biking. Licenses may be obtained at City Hall at Fifth and Huron Streets.

CHANGES IN BICYCLE ORDINANCE STILL RAISE QUESTIONS

The new bicycle ordinance passed by city council last March is still not well understood by citizens. The law now allows riding bicycles on the sidewalk except in business districts. This change was requested by the League as part of its plan for bike routes; on heavily-traveled streets such as Washtenaw, we felt that it is safer for bicycles to be on the sidewalk, although we recognize that this is a compromise and still presents some difficulties. The ideal solution, of course, is separate bike paths. The law also allows parking bikes on the sidewalk provided they do not block pedestrian movement. However, bikes may be impounded if they do obstruct traffic.

The most serious public relations problems we face as we work for improved biking facilities are complaints from motorists that bicyclists ignore traffic laws. Of course we know that a certain percentage of motorists and bikers do break the law, and perhaps there is a tendency to exaggerate, but it is extremely important that bicyclists know the law and obey it scrupulously, not only for their own safety but to promote good relations as we work to solve some of the city's traffic problems.

COUNTY URGED TO BEGIN BIKE ROUTE PLANNING

A delegation from AABL attended the September 21st meeting of the Washtenaw County Commission and urged the Commissioners to begin planning for improved biking in the county. Access to county facilities such as the service center on Hogback Road and the county parks should be provided for bicyclists. It is particularly important that the Huron River valley be developed in such a way that recreational and commuter biking becomes a part of the overall planning.

BILLS INTRODUCED IN STATE AND NATIONAL LEGISLATURE TO PROMOTE BIKING

Representative Edward I. Koch of New York has introduced the Bicycle Transportation Act of 1971. H.R. 9369 would allow states and communities to use Highway Trust Fund moneys to develop bicycle lanes and paths. And State Representative Richard Allen of Ithica has asked for support of his bill to develop a statewide system of paths for bikers, hikers and horseback riders. Other states are well ahead of Michigan in developing such a system. Bicyclists should learn to become effective advocates of such legislation; there is already built-in funding for highways, but any money for bicycle paths is going to be hard to get unless we work for it.

SOURCES OF INFORMATION ABOUT BICYCLING

The Ann Arbor Public Library subscribes to a magazine called Bicycling! which has interesting articles and advertisements. They also have a pamphlet collection in the second-floor reference department.

A new publication called Michigan Bicycle News is put out by the Michigan Bicycle Touring Council and the Michigan Bicycling Federation. Their address is 11288 Gratiot, Detroit 48213. There are many bicycling organizations around the state, and events taking place almost every weekend. We hope to publicize these events more effectively as time goes on and we get better organized.

Two attractive catalogs are available which not only list many useful pieces of bicycle equipment but also give information about repair and maintenance. One is called "Handbook of Cycl-ology" and sells for \$2.00 from Wheelgoods Corp., 2737 Hennepin Ave, Minneapolis, Minn. 55408. The other is called Cyclopedia, and is available for \$1.00 from Gene Portuesi, 311 N. Mitchell, Cadillac, Mich. 49601. Caution: much of the merchandise listed is out of stock. The current upsurge of interest in adult biking has made it very hard to buy some items.

The Metropolitan Council of the American Youth Hostel, 14335 West MacNichols, Detroit, Mich 48235, sells some biking and camping equipment and is a good source of information about biking activities.

BICYCLING IS NATION'S MOST POPULAR SPORT, STUDY SHOWS

A survey made by the American Athletic Institute showed that 67 million Americans participated in some form of bicycling activity in 1969, and over 75 million in 1970. Boating was second with 43 million, followed by camping, 43 million, roller skating, 24 million, softball, 19 million, and golfing, 12 million. A moment's thought makes one realize that large amounts of public funds are spent on other sporting facilities, and virtually none on improving biking. There is clearly a need to bicyclists to organize and make their needs known at all levels of government.

GOOD RESPONSE TO APPEAL FOR SUSTAINING MEMBERS

Our last newsletter contained an appeal for people to send in a form indicating their willingness to support the work of the League. We have received over fifty replies so far. Many of these contained the names of others suggested as possible members, so this newsletter is going to a considerably larger list. We are including the questionnaire again, and urge all readers who have not already done so to send it back to us, whether or not you want to become a sustaining member.

Members of the Ann Arbor Bicycle League Steering Committee:
 Tina Beyer, Carol Chaney, Carol Clark, Chris Eliot, Johan Eliot,
 Mary Fulton, Spense Havlick, Ann Hunt, Jim Kolton, Calvin Malefy,
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ANN ARBOR BICYCLE LEAGUE NEWSLETTER

VOLUME 2 NUMBER 1

FEBRUARY, 1972

BIKE ROUTE SIGNS GOING UP

Ann Arbor's pilot program for establishing bike routes is moving ahead slowly. Signs are up on Miller and Seventh Street, in addition to the earlier ones installed on Miller and Huron Parkway. This is a new venture for the city, and some things will have to be learned by trial and error. If you have suggestions or comments about the routes established so far, contact the League or the Department of Traffic Engineering and Transportation at City Hall. AABL has submitted a proposal for a master plan to be implemented as soon as funds are available, and this is under study by the City Planning Department.

BIKE REPAIR CLASSES PLANNED

Plans are well underway for a course in bike repairing and adjusting to be given on four or five Saturday afternoons in April. Ann Hunt and Carol Chaney of the Ann Arbor Bicycle League, Vic Turner, president of the Neon Optimists, and Charles Cxley, Director of the Ann Arbor Recreation Department, are coordinating the course. It is proposed that the Optimists, as a part of their continuing efforts to encourage bike safety, be a sponsor of the course. Jack School has been suggested as the location. We will need help in publicizing this project and finding qualified instructors. If you are interested in helping, contact Ann Hunt, 761-1147.

LEAGUE TO PLAN YEAR'S PROGRAM SUNDAY, FEBRUARY 13

What projects should the League be working on next? Should we sponsor a Bike Week again this Spring? Where do we stand on future proposals for bike paths? These are questions which need to be decided by the League soon. For this purpose, a general meeting, open to all interested bicyclists, has been called for Sunday, February 13, at 3:00 PM at the Ecology Center, 417 Detroit Street. Please come and express your concerns about bicycling in Ann Arbor.

BIKE USE PATTERNS AND LICENSING STUDIED

Although statistics do not always make the most exciting reading, they are a necessary part of any meaningful plan for the future. Statistics on bicycle use are hard to obtain but are badly needed to plan for future needs. Hal Smith, hard-working member of the Ann Arbor Bicycle League and a researcher at the Highway Safety Research Institute, has hit on an ingenious way to gather information about the numbers of bicyclists as a function of age and pattern of usage. He has been counting bicycles at various locations around town -- schools, business places, offices, and campus -- and observing the proportion of those licensed. He has correlated those figures with the records at City Hall on the sale of bike licenses, and has succeeded in arriving at a good estimate of the total number of bike riders in the city in each age group, as well as an estimate of the number who ride bikes to work or campus. Space does not permit a complete summary here, but Hal is preparing a report to be submitted to city officials soon. Briefly, he finds that there are by conservative estimate 28,000 bicyclists in town, of which about 30% are licensed. As would be expected, the highest proportion of bike users are in the younger age groups, but in addition, a surprisingly large proportion of young adults, ages 25 - 34, own and use bikes. The important thing about Hal's survey is that it counts those bikes which are actually in daily use -- not those rusting away in basements and garages. Hal says a substantial number of hardy souls are riding to work and school even on the coldest days this winter.

NATIONAL DIRECTORY OF BIKE CLUBS, PUBLICATIONS

A new directory has just been published which lists all bicycling organizations in the country, and also a number of publications of interest such as an atlas of bike routes in all the states and the names of magazines and books about bicycling. The directory is available from the Bicycle Institute of America, 142 East 42nd Street, New York 10017.

BIKE TRAILER

Interested in a trailer to hitch to your bike to carry gear on long trips? An advertisement for what appears to be a well-designed, light weight trailer came in the mail recently. Also an item of interest is a bike rack which can be strapped to the back of a car for a combination auto-and biking expedition; it is sold by J.C. Whitney & Co. Details on these products can be obtained by contacting AABL.

FLY TO EUROPE, BRING A BIKE HOME?

Swissair offers an unusual tour of Europe which includes a ten-speed bicycle to be picked up there, used in touring and then flown back home with you. Cycling groups can save a substantial amount of money by traveling as an organization in this way. A group of 45 cyclists toured Austria for two weeks last fall as the first such organized cycling tour. If you are interested in such a tour for next summer, write Swissair, Wings & Wheels, 603 Fifth Avenue, New York 10020.

NEW YORK: BIKE FOR A BETTER CITY

Commuting bicyclists in New York City are organized to press for bike routes and parking facilities. "Bike for a Better City" is the name of their group. Their estimate is that 200,000 New Yorkers would bike to work if safe bike lanes were established. Information about their activities can be obtained from Barry Fishman, 39 West 71st Street, New York 10023.

BIKE SECTION IN MICHIGAN HOSTEL NEWS

Michigan Hostel News is a monthly publication of the Metropolitan Detroit Council of American Youth Hostels, 14335 W. McNichols, Detroit, 48235. The January issue features a four-page section on bicycling news, edited by Bob Clubb, president of the Michigan Bicycle Touring Council. There is a great deal of activity in bicycle touring in the Detroit area, and the coming season promises to be a good one. The new chairman of the AYH bicycling committee is John Goodman, who can be reached at the AYH address above.

Members of the AABL Steering Committee during all or part of the past year have been Tina Beyer, Carol Chaney, Carol Clark, Scott Dickson, Chris Eliot, Johan Eliot, Mary Fulton, Spence Havlick, Ann Hunt, Jim Kolton, Pat McCauley, Jerry Rees, Jim Rees, Craig Schensted, Hal Smith, Nancy Rée and Calvin Kalefyt.

Expenses of the Ann Arbor Bicycle League are met by contributions of \$1 or more by its sustaining members. If you would like to become a sustaining member, (no obligations, although any work you would be willing to do would certainly be appreciated) please clip off the coupon below and mail it in.

- () I would like to be a sustaining member of the Ann Arbor Bicycle League. \$1 enclosed.
- () Please remove my name from the AABL mailing list.
- () Please add the following names to the AABL mailing list:

- () I suggest the following projects for AABL to work on:

- () I would be willing to work on: (circle one or more)

editing newsletter mailing newsletter research on bike legislation
planning biking activities other: _____

BIKE-ATHON RAISES \$17,000

A highly successful event in Santa Barbara in November was a "Bike-a-thon" which was planned to raise funds for support of legislation for bicycling and for other environmental projects. A goal of \$10,000 was set, and after a tremendous community-wide effort \$17,000 was pledged. The local chapter of the National Organization of Friends for Bikeology was the sponsoring group. The trick was to mobilize all community organizations in support of the project; bicyclists obtained sponsors who pledged an agreed sum of money for each mile to be ridden on the day of the event. A 34-mile route was chosen, and over a thousand cyclists took part. One covered the route three times for a total of 104 miles. Twenty-five percent of the receipts went to the People's Lobby, a sponsor of clean-environment proposals going on the ballot in California next June. Friends for Bikeology is a rapidly-growing national group which is planning a nation-wide observance of Bikeology Week May 1-7; efforts are being made to have Congress authorize the President to proclaim the week, and each of the State governors also.

OREGON SHOWS THE WAY

Oregon has made history by passing the first law in the country requiring that certain funds be used specifically for biking and hiking trails. Recently signed into law by Oregon's governor is a bill requiring that 1 % of its annual highway construction budget on bikeways and paths. Cycling organizations in Oregon got the bill through by an all-out campaign featuring demonstration rides, letter-writing, door-bell ringing and enlisting support from newspapers and TV stations. It is estimated that, including matching federal funds, \$2.5 million will be available in 1972.

MASS MEDIA RECOGNIZE BIKE BOOM

Readers Digest for December, 1971, featured an article entitled "The Bike is Back and Booming!". It cites the recent surge in sales, and quotes cardiologist Paul Dudley White on the health advantages of biking. Another article in U. S. News & World Reports on December 6 was "Bike Boom: A Way Out for Commuters?" It summarized the problems of commuter biking and describes efforts by some cities to solve them.

ANN ARBOR BICYCLE LEAGUE

417 Detroit Street

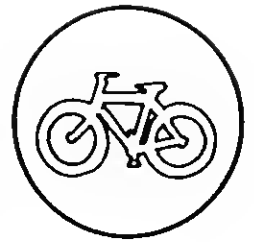
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Ann Arbor Bicycle League News

VOLUME 2 NUMBER 2

MARCH 1972



ALL COUNCIL CANDIDATES SUPPORT BICYCLE PATHS

Ann Arbor voters will go to the polls next Monday to choose five members of City Council. To aid in selecting candidates, the Ann Arbor Bicycle League has interviewed each of them regarding their thoughts on transportation in general and bicycling in particular. The questions asked and each candidate's answers are on the following pages. It is noteworthy that all fifteen candidates expressed strong support for AABL's proposed network of bike paths, although their suggestions for financing differ.

BIKE - A - THON SET FOR APRIL 23

A major fund-raising event is planned for Sunday, April 23, when it is hoped over a thousand bicyclists will gather at 1:30 P.M., Farmers' Market, Detroit Street, for a pleasant afternoon of cycling. Avid bicyclists are urged to find sponsors, either private individuals or businesses, who will pledge a specified amount per mile. Proceeds will support the Ecology Center, ENACT, and AABL. The 25-mile route will pass Delhi and Dexter-Huron Metropolitan Parks, continue through Dexter, and return to Farmers' Market by way of Scio Church Rd., Seventh Street and Miller Road. Sponsor forms, containing a map of the route and other pertinent information, will be available at the Ecology Center after Easter.

CHECKERS NEEDED FOR APRIL 23 BIKE-A-THON

Anyone not planning to bike on Sunday, April 23, who can work as a checker on the 25-mile Bike-A-Thon route please call Nancy Hallman, 971-6345. She can also be reached at the Ecology Center, 761-3186, on Monday mornings.

CANDIDATES INTERVIEWED

Members of the Ann Arbor Bicycle League interviewed each of the fifteen candidates for City Council. Here are the questions they asked and the answers of each candidate:

1. What do you think will be the most crucial problems involving transportation in Ann Arbor in the next five years and how would you propose to deal with them?
2. The Ann Arbor City Council last year appropriated funds for a pilot program to develop bicycle paths. Do you think this program should be expanded to provide a complete network of bikeways as proposed by the Ann Arbor Bicycle League? If so, how do you think they should be financed?

FIRST WARD REPUBLICAN: ROBERT FOSTER

1. The crucial problems facing Ann Arbor transportation in the next five years will be a carbon copy of existing problems, only more so. Unfortunately, the only means of mass transportation will remain the bus, and I fear the bus system will continue to suffer from a lack of riders until such time as the city makes a determined effort to discourage the use of automobiles. Realistically, I feel most residents would strongly resist any of the plans heretofore proposed to discourage automobile use. I am pessimistic about any chance of solving our transportation problems until some sort of mass transit system is devised which is fast, cheap and convenient. I fear such a system is well over five years away.

2. I would very much favor a complete network of bikeways for the city. I feel Ann Arbor is unique among most cities in that I honestly believe a large number of people would enthusiastically ride bicycles if the city were to provide a safe and easy means for them to do so. The problem, of course, is to obtain the funds for the bikeways. Unfortunately, with the city's current financial problems, I am doubtful that additional revenue could be obtained from the general fund. However, possibly bicycle license fees could be increased to provide part of the revenue for such a project. Additionally, I think the Bicycle League should actively try to obtain grants from private organizations and foundations. I feel a bikeway network is a very worthy project and should further revenue become available to the city, as may be the case with Federal revenue sharing, I feel the project should receive a high priority. In passing, I should note that I also would favor a requirement that all future city sidewalks contain curb cuts for bicycles.

FIRST WARD DEMOCRAT: JACK KIRSCHT

1. The major problem is that we have a transportation system based on the use of private automobiles, supported by continual encouragement and subsidy, much of which is not apparent to people. That continued dependence on the auto plays havoc on the environment, and particularly harms inner city areas, needs no further demonstration. We are in a period of searching for alternatives to cars and there are steps to take now: 1. The city bus system must survive the money crisis. Service needs to be expanded and I hope we can eventually go to a combination of demand feeder service and rapid main route lines; 2. I favor a free bus system since the only way to get people out of cars is to provide more attractive alternatives; 3. Provision of other alternatives including walks, bikeways, satellite parking, rewards for car pooling; 4. Our thoroughfare plan needs an overhaul. It needs review as a system and we should see what can be dropped or altered. The policy I favor is looking at networks of roads rather than concentration on major penetrators, along with a commitment to minimal disturbance of residential areas, especially near the central city; 5. Vote down the Packard-Beakes issue on April 3.

2. I voted for the funds. The program should be expanded and include University participation, requirements on developers to provide connecting paths within any major development, and more racks for parking. Bikeways should be included as a part of road bond issues as a method for financing; we also need to work for inclusion of both mass transit funds and bikeways as part of the state transportation package. A further possible source of money is through federal grants and this requires some manpower at city hall.

FIRST WARD HUMAN RIGHTS: JERRY DEGRIECK

1. The crucial problems involving transportation in Ann Arbor and throughout the country center around discouraging cars and moving toward a free comprehensive transportation system, including rapid mass transit, especially in major population areas and central city areas. Unless we begin to reverse the trend of solving the transportation problems by more automobiles, and by building more roads and parking structures, there will be increasing traffic congestion, air and noise pollution and concrete which will make our cities more and more unliveable. Those without cars, including many of the poor, the young and the elderly suffer most from the present policies. But in the end, all people will be choked by the supremacy of the automobile. To reverse this trend and to lead towards a free comprehensive public transportation system for Ann Arbor, the following steps must be taken: 1. Ann Arbor city government must set up an educational program to show people the pressing need to stop the blank check society has given to the automobile, and to actively encourage the use of alternative means of transportation while discouraging automobile use; 2. People will only move away from automobile use when an attractive alternative is presented to them. A plan for a comprehensive transportation system must be prepared now and presented to the public. This plan must emphasize a rapid transit system; 3. There must be short and long range planning at all levels; city, regional, etc. so that among other things any system is consistent with ecological considerations; 4. Destruction of residential areas must end. No longer can a lack of planning be used as an excuse for building more highways. The Packard-Beakes bypass, for example, will destroy homes and disrupt the model cities community. The city should stop asking voters to approve bonding proposals for such projects; 5. Merge city, school and University bus systems for better efficiency

(Jerry DeGriek, continued)

of operation and coordination of routes; 6. Expand service with more frequent runs, like evenings and weekends, and more convenient and comprehensive routes; 7. Establish shuttle service throughout the central area and to outlying areas and shopping centers; 8. Establish commuter express bus routes, including a link with Ypsilanti; 9. Expand Dial-a-Ride system to low income and black areas and shopping areas; 10. As alternative transportation becomes more available and used, the use of private vehicles must be discouraged by shifting parking lots out from the central area and creating pedestrian malls. Shuttle service must be available to outlying parking areas; 11. Expand the bicycle pathway network throughout the city, publicize it and encourage its use; 12. Revise the thoroughfare plan to avoid through traffic in the central area; 13. Work towards eliminating passenger fares on all bus routes.

2. A complete network of bikeways as proposed by the Ann Arbor Bicycle League is needed. The funds for this program as well as funds to pay for the comprehensive program outlined in question #1 must be given a very high priority by city government. The funds must not come from any users' tax, for all citizens will benefit from such programs. Ann Arbor city government must work with other communities at the state and national level so that large amounts of revenue will be available at the local and regional level for transportation. Funds for this and all public services must basically come from a steeply graduated income tax based on one's ability to pay. This is the only system that is equitable and will provide the necessary funds for transportation systems.

SECOND WARD REPUBLICAN: THOMAS BURNHAM

1. There are several transportation programs which must be accomplished in the near future. First, various streets such as Main and East University must be turned into pedestrian promenades. Second, with the growth of the city will come a need for investigating the feasibility of using the satellite parking concept in the outlying areas of the city. This of course requires the existence of a self-supporting mass transit system which is a must in the future plans of the city. The general theme is to keep motor vehicles out of congested pedestrian areas.

2. I agree with a recent statement by the Secretary of Transportation, John Volpe, which said, "As far as I am concerned bicycles have equal rights with automobiles on our cities' streets." The reemerging of the bicycle as a mode of transportation is not a fad, but a sincere desire. on the part of nearly 80 million Americans to combat pollution, clear the air, and provide physical fitness. This is a worthy endeavor which state, local and national government should support in every possible way. The first step in Ann Arbor should be the creation of a bicycle path network connecting all student living areas with the campus. After that is accomplished, the network should be increased to cover the entire city. Some financing will have to come from City Hall but considering the current financial problems of the administration, that contribution will be small. Thus, I support the attempts of Congressman Marv Esch to procure federal funds for this endeavor. When I was in Washington this week, I made my beliefs known to the Congressman on this issue. We have had enough rhetoric, we need action.

SECOND WARD DEMOCRAT: MIKE MORRIS

1. Proliferation of automobiles and the need for more and larger highways are the most serious problems. Expansion of the bus system and introduction of more flexible programs, such as Dial-a-Ride, are necessary. State and federal funding, probably through gasoline tax increases, will be necessary to finance major expansion of the system. Bikeways should be included as part of any necessary new road construction. On major roads these should be in lanes separate from motor and foot traffic. Changes in land use ordinances are necessary to encourage construction of medium density housing and concentration of commercial, office and industrial facilities so that bus transportation can become efficient.

2. Yes. Several financing techniques are available. Passage of the city income tax may allow some appropriation for expansion of the system. Weight and gas tax revenues have been used for road construction and maintenance. Provision of bikeways can be included as part of the normal road rebuilding and repair financed from this source. Such voted road bonds as may really be necessary in the next decade should include sums specifically earmarked for construction of bicycle and pedestrian lanes.

SECOND WARD HUMAN RIGHTS: NANCY WECHSLER

1. Instead of favoring the rich car owners by continued road construction, the city must begin to meet the transportation needs of all its citizens. We strongly oppose the Packard-Beakes (ashley-first) By-pass as both racist (physically dividing the black community and destroying needed housing) and as ecologically unsound (reinforcing the use of auto over mass transit).

Ann Arbor needs a good free or low cost system of transportation that covers the entire city, runs on a frequent and regular basis, and has links to Ypsilanti and other nearby towns. HRP suggests merging the city, university, and public school bus systems for better efficiency of operation and coordination of routes.

As ridership on buses increases, the city must begin to discourage the use of private vehicles by shifting parking lots out from the central area, creating pedestrian malls, and increasing charges for long term parking.

We understand that it will take people a while to get used to leaving their cars home and taking a bus. Mass transit has proven viable in other cities, if given a chance. Mass transit IS the only solution to the transportation problem, for the poor who could never afford the expense of cars, for the elderly and the young who can't drive, and for our environment.

2. HRP calls for expanding the bicycle pathway network as one of a number of steps to alleviate Ann Arbor's transportation problem. As I often ride a bike around town, I am pretty aware of the many roads where riding is difficult - especially if you have to head in or out of town on a road like State or Liberty.

As for financing - HRP calls for a constitutional amendment to allow for a steeply graduated income tax. If we all work for this it may not be so far off in the future. In the meantime we would use present city money differently, our highest priorities being public services such as housing, TRANSPORTATION, health care, and child care. The present city government gives the police department highest priority.

THIRD WARD DEMOCRAT: ULRICH STOLL

1. I believe an increasing number of citizens will come to recognize individual cars are an undesirable means for intra-city movement. Concurrently, pedestrian and bike traffic will be increasingly accommodated and encouraged. Hopefully, the city will make a strong commitment to a bus system, to include more pleasant waiting areas and tied to a low, minimal fare to encourage usage.

2. There is state legislation which will designate a percentage of road funds to construct bike paths. Also the forthcoming road bond proposal will set aside certain funds for paths. Since the costs seem fairly nominal in relation to roads, I believe a policy of providing bike paths adjacent to all new roads is a practical rule. Adding or improving bike paths might be undertaken in a five-year plan with budgeted funds in the context of other necessary environmental improvements (i.e., parks, nature trails, playgrounds, etc.).

THIRD WARD REPUBLICAN: WILLIAM COLBURN

1. Certainly the most crucial problem is going to be finding a way to influence members of the community to support new ways of moving from place to place within the community. The current \$229,000 subsidy needed to support the bus system is clear indication that our community has not yet made a commitment to a form of transportation other than the automobile. Community leaders must convince people that transportation does not mean only the automobile. Buses, bicycles, and where possible, car pools must be encouraged as a direct means of combating traffic congestion, noise and air pollution, and a method of conserving natural resources.

We need to do several things in the next five years to change our community's "transportation mentality." First, community leaders should wage a campaign designed to encourage mass transit systems. Second, bicycling must be recognized as a transportation alternative; that is, parking places reserved, bicycle paths built, and provisions for safety instituted. And third, and most importantly, funds must be sought to institute the above proposals.

2. Yes, the program should be expanded! And clearly the program should be expanded to provide for a truly usable network of bikeways. This means that a thousand dollars appropriated every year by City Council is not the way to approach the problem. A bonding issue must be placed before the citizens of Ann Arbor. Only through the approval of a large sum of money specifically earmarked for the network can bicycling in Ann Arbor become a meaningful transportation alternative. An alternative which would have the effect of significantly reducing the number of automobiles we now see on our city's streets.

THIRD WARD HUMAN RIGHTS: GENIE PLAMONDON

1. With the City Council made up of the type of people that are in there now we can look toward the continuing development of Ann Arbor along the lines of most other American cities. Their solution to the transportation problem is to build more roads, including super highways through residential areas making it dangerous especially for children to be outside around their homes. Accomodating the automobile like that, to make it a little easier to get downtown, only looks forward to more and more cars and pollution and parking lots and accidents, and less of the type of planning that would be beneficial for the neighborhoods and people who live in Ann Arbor, rather than the businesses. The Human Rights Party, on the other hand, would like to see city planning emphasis changed to be more in the interests of people who live here. An efficient mass public transportation system should be developed as quickly as possible; we have proposed the merging of the city, university, and public school bus systems as a start to make it easy to get to all parts of the city. This also would hopefully make the possibility of even closing some roads off even more feasible. Accomodating the bicycle, especially in the downtown and campus areas, is much more in keeping with the kind of city the Human Rights Party would like to help Ann Arbor develop into.

2. A complete network of bikeways throughout Ann Arbor would seem to be one of the most important steps we could take as a city towards dealing with our transportation problem. If we stop laying more and more roads and only develop bus routes for example, the tremendous amounts of money needed for initial costs and then for the upkeep of the roads would be put to much better use developing alternative methods of transportation including the bikeways. The Human Rights Party would choose different priorities when planning the city budget too and would put public transportation and bicycle paths high on the list. We are also working on a state level to bring about a steeply graduated income tax and would work towards appropriate corporate taxes to help finance such city projects.

FOURTH WARD REPUBLICAN: BRUCE BENNER, JR

1. The most crucial problem will be increasing traffic pressure on inner-city streets. Meeting this problem will require completion of the Maple Rd. by-pass and other perimeter roads to route as much traffic as possible away from and around congested areas. Consideration to mass transit needs must certainly be given and I question seriously the practicality of the mini-bus approach which puts more vehicles on the street than use the maxi-bus concept and is a great deal more costly due to the large number of drivers required to operate tiny buses. Encouragement given to bicycle riders by further development of bike routes and rights over motor vehicles at crossings is desirable and I would support this fully.

(Bruce Benner, jr, continued)

2. A connecting network of bikeways throughout Ann Arbor would not only help the overall transportation problem in our city but would provide desirable encouragement to all age groups to enjoy bicycling to the maximum extent possible as a sport and as a mode of transportation. As the city budget may provide, an allocation from public funds should be considered and public contributions encouraged for this purpose. A modest increase in the licencing fee may be warranted with the direct allocation of these revenues to the bikeways program. Future street, curb and sidewalk repair and development should in all cases include consideration of use by bicycles within the framework of the bikeways program.

FOURTH WARD HUMAN RIGHTS: DAVID BLACK

1. I support fully the Human Rights Party Platform position that envisions an expansion of public transportation to be followed by the shifting of parking facilities from center city areas. If bus service is made more frequent and passenger fares eliminated, we can begin to undercut the present trend toward even greater automobile traffic in the city. Eventually we may be able to have a downtown and campus area free from cars and parking meters and open to pedestrians and bicycle riders. In short, the city must change its priorities from the building of more roads to a total transportation plan that will end traffic congestion by eliminating the necessity of a reliance on private cars.

2. I am in favor of an expanded bicycle path network. During the warmer months, I ride my bicycle about a mile to campus and know, first hand, the hazards of trying to compete for road space with cars. Funds for more bicycle paths should come from all the people of the city, it should not be a user tax. Money can be saved from a reallocation of money that would be spent on road construction. Overall, HRP supports a steeply graduated income tax to pay for city services.

FOURTH WARD DEMOCRAT: MONA WALZ

1. The current problem, which I doubt will be solved in 5 yrs., is how to move people from place to place within our urban areas without destroying the form and quality of the city. We cannot continue to attempt to accomodate the private automobile as our major mode of transportation. "All the solutions just add to the problem." The costs in resources are too great.

Mass transit and other modes such as bikes and feet must be made more convenient and attractive to the consumer.

2. Yes! As a member of the Ann Arbor Bicycle League I certainly support this program.

Unless there are changes in state legislation regarding use of gas and weight taxes to help finance mass transit and bikeways, as has been proposed, the money would have to come from the city general fund.

FIFTH WARD HUMAN RIGHTS: NANCY BURGHARDT

1. Ann Arborites must begin minimizing the use of the automobile and maximizing the use of public transportation and bicycles. Public transportation which is inexpensive (and hopefully free in the future) will help serve this purpose. Dial-a-ride should be expanded. . . Commuter express buses (from Ypsilanti, for example) should be instituted.

2. It is mandatory that extensive bicycle paths be established. Although it may be costly now, they will save us a great deal in terms of health and finances in the future. We feel that all government expenditures should be paid by a steeply graduated income tax in which the poor or lower middle class person would pay little or no taxes and the wealthy person would pay the major tax burden. Ann Arbor and other cities in the state must put on an educational campaign to convince state voters to permit such an income tax to be locally levied.

FIFTH WARD DEMOCRAT: FRANZ MOGDIS

1. There is little doubt that the most crucial problems involving transportation will be the future of mass transportation in the city. We need to actively pursue a program of support for an expansion of the existing bus and dial-a-ride systems. This support should be combined with a moratorium on the construction of major penetrator routes through the heart of the city. Only in this way can we find a workable alternative to the ever-increasing glut of cars on our highways.

2. The bicycle path program should be expanded so as to provide a complete network of bikeways for the city. I would support the financing of such a system either via a special bonding issue or as part of the next roads bonding issue.

FIFTH WARD REPUBLICAN: LLOYD FAIRBANKS

1. The most crucial problems involving transportation in the next 5 years are: 1.) Developing and finishing the traffic systems in Ann Arbor - the Huron Parkway, the Eisenhower Parkway, the Ashley - First bypass and improvements on State Road. These roads will include provisions for future mass transit and bicycle pathways. I propose to present these for approval by the voters through a bond issue. 2.) Continuing funding of the AATA out of the general city fund. The funding should be evaluated by the community at sometime in the near future.

2. Yes. The program should be expanded. Separate bike paths following major thoroughfares and which would involve substantial sums of money should be included as part of a road bond issue. Bike paths which would only involve a few curb cuts and would involve small amounts of money should be submitted to the city administrator to see if they could be financed out of the general city budget.

NOTES AND COMMENTS

Question: When is a bike path not a bike path?

Answer: When there are gaps in it every few blocks, or when there are no signs to direct bicyclists to it.

Conclusion: There is still a lot to be done to complete the first phase of Ann Arbor's bike path network.

Have you browsed through the collection of bicycling pamphlets and catalogs in the public library? You'll find much interesting reading news from other parts of the country, an atlas of bike routes, sources of supply of accessories, parts and camping equipment, etc.

Note: The material is cataloged under 'cycling' in the pamphlet file next to the reference librarian's desk on the second floor.

Plans are incomplete for next month's bike repair clinic. Watch the newspapers for information on dates and places.

Plans are underway to make May 1-7 a memorable week in Ann Arbor, as we prepare to take part in a national observance of Bikeecology Week. Local residents will be urged to leave their automobiles at home and use bicycles or other means of transportation to demonstrate that we need not countinue to be dependent on private autos. Our slogan will be:
"HAVE A CAR-FREE WEEK!"

Members of the AABL Steering Committee during all or part of the past year have been: Tina Beyer, Carol Chaney, Carol Clark, Scott Dickson, Steve DeHart, Chris Eliot, Johan Eliot, Mary Fulton, Spense Havlick, Ann Hunt, Jim Kolton, Pat McCauley, Jerry Rees, Jim Rees, Craige Schensted, Hal Smith, Nancy Quigley Roe, and Calvin Malefyt.

MORE BIKE SHOPS

The Ann Arbor Cyclery and the Student Bike shop are now open for business. This should be welcome news to all cyclists and also to those who would like to join the merry cycling crowd. The Ann Arbor Cyclery is new to Ann Arbor and can be found at 1224 Packard (just at the foot of Wells St.). The Student Bike Shop which used to be at the corner of Forest and Huron has new quarters at 607 S. Forest (just a few doors south of S. University).

Both shops have some new bikes. Mr. William Loy of the Student Bike Shop tells us that he also has 200 used bikes in stock, as well as 25 to 30 rentals, including tandems. He also says that he will guarantee one day repair service.

Drop in to say "Hello" and tell them you're glad they're here.

POSTAGE UP; MAILING LIST DOWN

Our postage rates have gone up sharply recently, and as a result we plan to cut down our mailing list; so far, we have sent our newsletter to a large list of people whom we believe are interested in bicycling in the Ann Arbor area, as well as our sustaining members and a number of public officials and community leaders. We now find it necessary to limit the number of free copies mailed. If you would like to continue receiving the newsletter and have not yet sent in your dollar, please do so soon.

- () I would like to be a sustaining member of AABL. \$1 is enclosed.
- () Please remove my name from the AABL mailing list.
- () Please add the following names to the AABL mailing list:

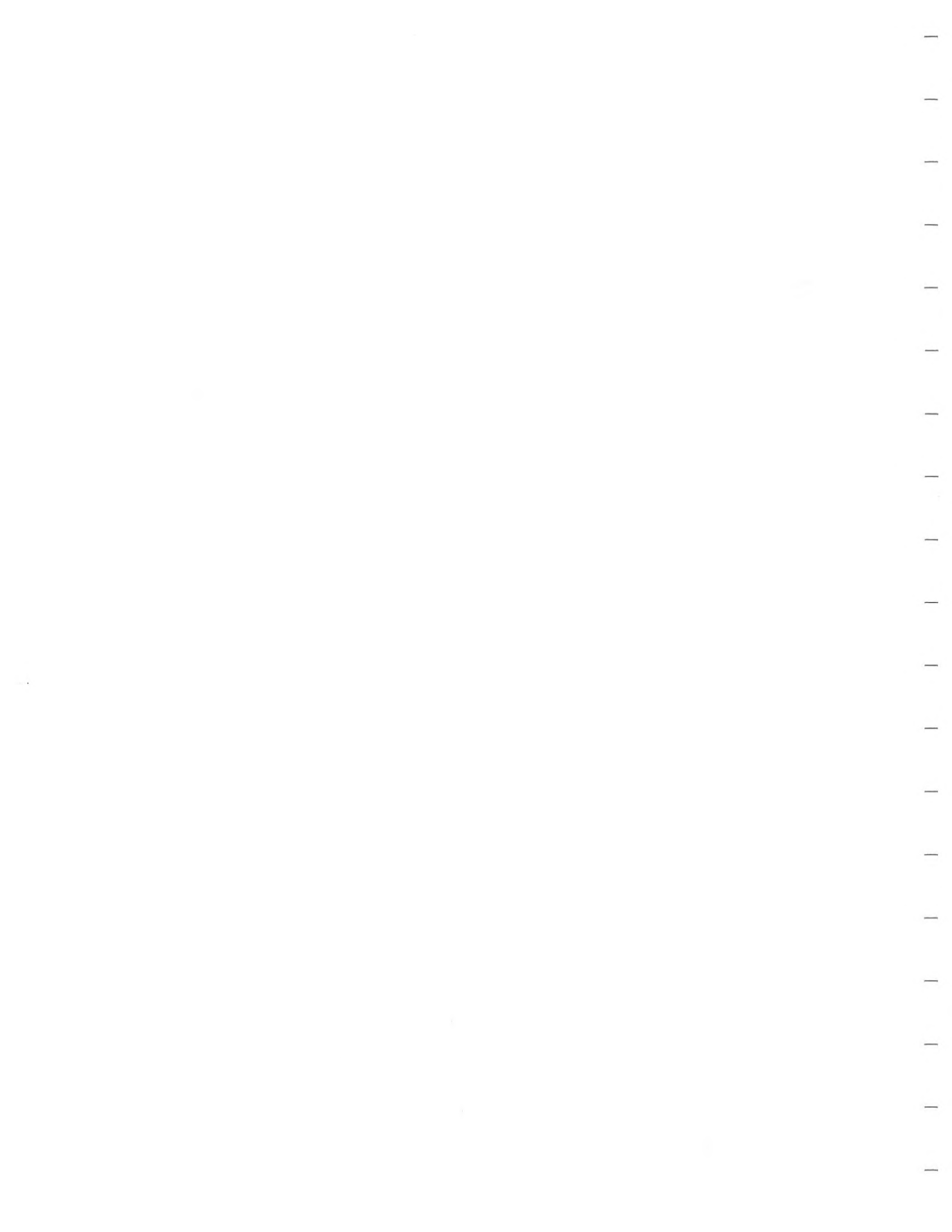
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I suggest the following projects for AABL to work on:

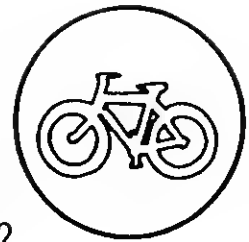
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I would be willing to work on: (circle one or more)

- | | | |
|----------------------------|--------------------|--|
| editing newsletter | mailing newsletter | research on bike legis-
lation and legal problems |
| planning biking activities | steering committee | |



Ann Arbor Bicycle League News



VOLUME 2 NUMBER 3

MAY 1972

HAVE A CAR-FREE WEEK

The Bicycle League is asking that Ann Arbor citizens observe the week of May 1 - 7 as car-free week, making a special effort to find alternative means of transportation to demonstrate that the automobile is only one of several ways to get from one place to another. Of course, we want as many people as possible to get out on their bicycles, to try out the new bike paths, to be thinking about where the needs are most pressing for additional facilities for bicyclists, and generally to demonstrate that the bicycle is in fact a pretty good way to get around the city.

As a part of the observance of Car-Free Week, we are inviting all bicyclists to line up in front of City Hall at noon on Wednesday, May 3rd, to take part in a "rap session" on biking. Come and tell us your thoughts on biking in Ann Arbor -- the needs, priorities, and means of accomplishing them.

FIRST BIKE - A - THON HUGE SUCCESS

Ann Arbor's first bike-a-thon, held on Sunday, April 23rd, was by all measures a tremendous success. An enthusiastic turnout of some 500 cyclists enjoyed themselves in spite of a windy day that felt more like early March than late April. Final figures on the amount of money raised are not available, but all indications are that sponsors were generous; a number of riders had pledges for several dollars per mile, and at least twelve riders went around the 25-mile loop twice. Motorists generally were puzzled by the large numbers of bikes but the sheriff's department reported no difficulties. Planners of the event are already talking about how they hope to make next year's event even better.

OPTIMISTS TO HOLD SAFETY CLINIC

The Evening Optimists are holding a bike safety and skill demonstration at Veterans Park, Jackson at Maple, on Saturday, May 7 from 10:00 till 2:00 P.P. Entertainment will be provided by the Grotto Clowns, and it sounds like a real good time for all. Bring your friends and your bikes to Vets Park on May 7.

Special thanks to Vic Turner and his hard-working crew of Noon Optimists for the fine series of bike clinics held on Saturday afternoons in April. The weather held down attendance at the first two, but the last one at Yost Field House was a resounding success.

WHERE ARE OUR PRIORITIES?

It is budget time at City Hall, and it is clear that there are lean times in Ann Arbor. Amidst talk of firing policemen, refuse collectors and other essential city workers, one area of spending will actually increase. You guessed it -- the automobile. More money for roads, signs (but not bike route signs?), and an elaborate computerized traffic signal system at the corner of Washtenaw and Huron Parkway. This one traffic signal will cost almost ten times as much -- \$34,000 -- as the entire appropriation for bike paths in the city last year. What will this money buy? Momentarily, perhaps, a few seconds of time saved for motorists on Washtenaw. But in the long run, more congestion, more pollution, more noise, perpetuating the notion that motorists must be enabled to go wherever they want regardless of the cost to the rest of society.

TIPS ON THEFT PREVENTION

(The following article was written by John Perschbacher; we are happy to be able to share the thinking of other members of the League and urge you to send us your ideas for future issues of the newsletter.)

The problem of theft is well-known to any bicyclist. These hints apply most to multi-speed bikes (where the resale market is good), but should aid any cyclist.

NEVER BUY A BIKE FROM ANYONE UNLESS HE CAN SHOW YOU A RECENT LICENSE RECEIPT. IF THE MARKET FOR STOLEN BIKES DID NOT EXIST, THE WOULD'N'T BE TOUCHED. Deal only with well-known business men and close friends. Be suspicious of anyone who approaches you selling a bike far below its worth and dealing only for cash. A reliable person knows the value of his bike and is not desperate for cash. It is not difficult to spot someone who knows little about bikes (watch for upturned handlebars and uneasiness in telling the bike's history.) If someone approaches you under these circumstances, pretend to examine the bike, noting serial number and make. Ask him to meet you later to close the purchase. Call the police to see if the bike is stolen, then aid them in picking it up. If you are unable to delay the seller, and he doesn't appear dangerous, accuse him of theft and have a third person notify police.

Having acquired a legitimate bike, paint, carve numbers, or otherwise distinguish it from others. It is quite likely the thief will not take the time and effort to repaint it. Buy a license; it will prove your ownership of the bike if a conflict arises.

If you own a fine-quality racing machine, chances are you will not leave it unguarded or let it out of your sight. A heavy chain and lock could do real damage to the precision workings. Complete seclusion is the answer for nights, weekends and vacations. A thief can't steal what he can't see.

If you have a cheaper model and will be leaving it for any length of time, you must have a lock. I suggest two: one, for use in the daytime, need only be a simple U-lock; light and passersby will discourage daylight thefts. A heavy lock for daylight use is also quite awkward to carry. If you have quick-release hubs, chain them to your frame. For night use, buy the largest case-hardened chain available and a

SUBSIDIZING THE AUTOMOBILE

The myth that automobiles pay their own way through gas and weight taxes is widely believed. If Americans realized how heavily the automobile is subsidized by the general public including non-motorists, they would be giving a great deal more attention to developing alternative forms of transportation. A recent letter to Science magazine (March 31) by economist William Vickrey of Columbia University proposes that, rather than building additional lanes of highway for commuter traffic, it would actually be cheaper not only to provide free mass transit but actually to pay commuters to not use their cars. He cites a number of often-overlooked forms of subsidy, such as police costs, snow removal, and the removal of scarce land from use which would otherwise generate tax returns. In addition, of course, is the cost of air pollution which is hard to compute but very real. It is in this context that the very modest proposals of commuter bicyclists to use public funds to develop bike paths should be considered.

PENDING BICYCLE LEGISLATION

U.S. Congress: Bicycle Transportation Act of 1971, co-sponsored by Congressman Marvin Esch, makes highway funds available to states to construct bike paths; still in committee.

State Legislature: Highway Transportation Act, HB 5707, has passed the House and is in the Senate Highway Committee. This bill would allot an "adequate" amount (suggested $\frac{1}{2}\%$) of highway funds to construct bike paths.

SB 1128, a bill to construct intercity bike paths from Detroit to Sault Ste. Marie, proposed by Senator Plawecki and now in the Highway Committee.

SB 1203, an amendment to the Motor Vehicle Code, would force bicyclists to ride on the shoulder of out-county roads; this could be extremely dangerous and the bill should be opposed by cyclists. It was proposed by Sen. VanderLaan.

heavy tumbler (not spring) lock. Combination locks present less of a barrier to the thief and are more tempting. Lock the frame and both wheels to a permanent object. Beware of sign posts and things easily sawn through. Keep the chain off the ground thereby denying the thief added leverage when trying to cut it through.

STILL ONE MORE BIKE SHOP

A new bicycle store called Cyclo-sport was just opened in Ann Arbor. It is located in THE GRANARY, 407 North Fifth Avenue, next to the Farmers Market. The owner, Mr. Stephen Hawley, reports that the store will deal with quality, well-tuned racing and touring bicycles.

STEERING COMMITTEE OPEN TO ALL

The policies and activities of the Ann Arbor Bicycle League are developed by an informal steering committee. Meetings are usually announced in the Conservation page of the Sunday Ann Arbor News; further information can always be obtained by dropping us a note at the address given below. If there are things you think the League should be doing, come join us; present members of the committee are doing about all they can in the time they have available. You will find working with the League a rewarding experience.

If you have volunteered for a job but have not yet been called, try again; it probably means that someone lost your note.)

- () I would like to be a sustaining member of AABL. \$1 is enclosed.-
- () Please remove my name from the AABL mailing list.
- () Please add the following names to the AABL mailing list:

I suggest the following projects for AABL to work on:

I would be willing to work on: (circle one or more)

editing newsletter	mailing newsletter	research on bike legis-
		lation and legal problems
planning biking activities	steering committee	

SOMETHING NEW - - - WATCH FOR OPENING

- What: The Student Bike Co-op
- Where: Basement of Student Activities Building, corner of Maynard and East Jefferson
- Who: Everyone of all ages may join
- When: Soon (Student organizers are cleaning the premises now, and as soon as they have collected some tools they will start operation)
- How Much? \$2.00 membership. You pay 50¢ per visit and after the fourth visit you are automatically a member.)
- Services available: Tools and help in "repairing-it-yourself". Also, but not immediately, clinics to teach bike repair skills and a stock of bike parts. In the future, bicycle sales and rental.
- How to establish contact: 1. Meetings every Tuesday, 7:30 P.P., third floor, Michigan Union.
2. Phone: 662-6744, Irene Hyams or Eugene Townsend.
3. Go to basement of S.A.B.
- Name: If you have a good name idea for the bike co-op, share it with the group, and you may win a free membership.
- Remember: This is a non-profit, 100% volunteer outfit. If you have time, expertise or useful equipment, feel free to offer them.

NEW BICYCLING ORGANIZATION FORMED

The Wolverine Sports Club of Ann Arbor has been formed to promote cycling in the Ann Arbor area. Affiliated with the Wolverine Sports Club of Detroit, members will be eligible to participate in all club activities including use of the bicycle track in Detroit, expert coaching, club touring rides and races.

Specifically, the club will provide an opportunity to enjoy cycling with others. At this time club president Jim McLoughlin is busy securing several of the excellent cycling movies that are available. More information will follow as dates for the showings are finalized.

Although the weather has not been cooperating, organized rides have been arranged and will be continued throughout the summer. Wednesday nights are set aside for a touring ride to Delhi Park via Huron River Drive. All riders are welcome regardless of type of bike because this is strictly a touring ride. The ride begins at 6:00 P.M. at the Diag in the center of the campus. Saturdays at 10:00 A.M. coaching sessions are led by Mike Kolin, former Michigan State cycling champion, at Research Park (State Road just south of I-94).

These sessions are aimed at the finer points of cycling -- pedalling, positioning, pacing and tactics. As the weather improves this schedule will be expanded to include long distance touring rides and sprint sessions for the racers.

Two major events are upcoming:

First, the annual Wolverine Sports Club 200-mile Marathon at Belle Isle in Detroit. This event will run from noon on Saturday, May 20th until noon Sunday, May 21st.

Entry is free but an entry blank must be mailed before May 16th. Entry blanks are available at local bike shops.

Second, an Amateur Bicycle League-sanctioned bicycle race to be held in Ann Arbor on June 10th. This event will be open only to ABL registered amateur bike racers; however, a full series of races will be run for those who do not hold an amateur license. Races will be organized by type of bicycle -- 10-speed, 5-speed, 3-speed, etc. More details will follow.

Membership in the Wolverine Sports Club of Ann Arbor costs \$1.00. This fee is to cover costs of mailing schedules and notices of upcoming events. For further information call 663-1604 or write Jim McLoughlin, 2005 Commerce #104, Ann Arbor 48103.

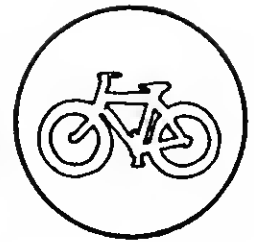
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Ann Arbor Bicycle League News

VOLUME 2 NUMBER 4

AUGUST 1972



BIKE PATH STUDIES

A comprehensive 150 page study has just been completed for the City of Ann Arbor. It was presented to City Council Monday night, July 24, and to the Planning Commission on Tuesday night the 25th.

The study points out the unique characteristics of bicycles and their role in urban transportation, particularly in Ann Arbor. It emphasizes the need for rational procedures to determine where paths should be placed and what type of path to use. Also included are the physical requirements of paths, construction standards, and costs. Many related issues, such as parking, theft, licensing, safety education, techniques to help keep motorcycles off of bicycle paths, etc. also are discussed.

The study was commissioned last fall by City Council under the Community Planning and Management Program. All of the work was done by Haldon Smith, an active member of AABL. However, Hal says that he is very much indebted to many other members of the League for comments and suggestions made during the course of his work. Many members of City Hall Staff also contributed a lot in their discussions with him. Hal says that it was fascinating to see that what started out to be a simple standards study kept growing and growing as more and more people expressed their concerns and made suggestions. The size of the report is sort of an indication of how important and complex bicycling really is in Ann Arbor, he says.

Now that Council has a carefully worked out set of procedures and standards, we expect them to move ahead quickly to establish the Bicycle Path Plan and the Bicycle Coordinating Committee recommended by the study. It would be a good idea for Bicycle League members to check with their Councilmen every now and then to make sure that things keep moving, and that there isn't another set of long delays like there was last year in getting ramps and signs installed.

Other groups also have made, or are in the process of making, similar studies. With the "bike boom" for real, government officials everywhere now want to know how paths should be laid out and what standards to use. The Oregon State Highway Division has prepared a 35 page pamphlet, "Footpaths and Bike Routes: Standards and Guidelines" that contains general recommendations for all of the towns, cities and counties in Oregon that are now required by law to spend at least one percent of their State Highway Funds for footpaths and bicycle trails. More definitive studies are being made both at the University of California, Davis, and the University of California, Los Angeles. We do not know if these have been completed yet. To the best of our knowledge, Hal's is the most comprehensive study so far.

The "Ann Arbor Bicycle Path Study" is at the Public Library and additional copies may be purchased from the City Clerk for \$3.00. The Oregon State pamphlet can be obtained for \$1.00 by writing to the Programing Section, Photocopy and Map Distribution Unit, Room 17, State Highway Building, Salem, Oregon.

BOND ISSUE PROPOSED

The AABL steering committee has been discussing the possibility of putting a bond issue on the ballot soon. The bond issue would provide funds for building a complete bicycle path network. Money from the proposed bond issue would also provide money to build curb cuts on sidewalks for people in wheelchairs. Also, the money would be used to build safety sidewalks in areas where schoolchildren walk to school along roads which now have no sidewalks.

At the present time, the steering committee is considering a bond issue which would raise about one million dollars, although this figure is not definite. This is actually a relatively small bond issue which would cost the average family in Ann Arbor less than two dollars a year.

Much work still needs to be done before our proposed bond issue will actually be able to appear on a ballot. We still are working on the details of the actual bike network, and would like suggestions from the community as to where they feel bike routes are needed. We would also like your reactions to the bike routes we have proposed.

WORKSHOP ON BIKE PATHS PLANNED

Bike league members and other interested citizens will have an opportunity to examine the proposed bike path network and suggest changes and additions at a working session to be held at the Ann Arbor Public Library on Thursday, August 3rd at 7:30 p.m. We are hoping for a good turnout from all parts of town so that those most familiar with the local terrain can help shape details of the plan. Support is building for an all out effort to get the plan implemented without further delay, so now is the time to see that the needs of all cyclists are adequately considered. Plan to attend this important meeting, and if your neighbor is a cyclist, bring him along.

The Summer, 1972, newsletter from the League of American wheelmen carries a note that the Driver's Manual is being rewritten directly as the result of the initiative and persistence of Joe Williams of Birmingham, chairman of the safety and education committee of the Michigan Bicycling Federation. "It is time to reestablish the rights of the pedestrian and the bicycle on our highways," Joe asserts. And he keeps at it. The result: the new driver's book will have material added on how the car driver co-exists, accident-free with your growing bicycle population, says Richard Stout, assistant to Secretary of State Richard A. Austin. The revised manual is due out in October.

ALL DAY EXCURSION PLANNED

The Bicycle League and the Sierra Club are co-sponsoring an all-day family excursion on Sunday, August 13. We will load bicycles in a rented van at 6:30 a.m. and travel by auto to the Secor Nature Center, west of Toledo and an hour's drive from Ann Arbor. There will be a choice of several biking routes starting from the Nature Center and ranging from a 3 mile loop within the park for younger riders to the 24 mile Maumee Valley Bikeway along county roads to another metropolitan park. If you plan to have your bike transported by van, make a reservation by calling Mary Fulton at 769-9564. Deadline for reservations is Wednesday, August 10th. If you arrange for your own transportation, plan to meet at the Nature Center at 7:30 a.m. Take U. S. Route 23 south to the Central Avenue exit and go west five miles, then watch for the sign on your left. Inside the park, another sign will direct you to the Nature Center where we will meet. If you can take other passengers or need a ride, Mary will help arrange car pools. Bring your own food for breakfast and lunch. The park has marked nature trails and various recreational facilities, and should be an extremely pleasant place to spend the day.

SUNDAY MORNING RIDES

During the summer weather, bike-to-breakfast rides have been sponsored every Sunday morning by AABL. The rides are either to a nearby restaurant or to a nearby park. The rides are at a leisurely pace, and are usually about 20 miles round trip. Everyone is welcome, and if you are interested in joining us, look for our ad at the bottom of the front page in Saturday's Ann Arbor News. So far, the group has gone to restaurants near Ypsilanti, Saline, and Whitmore Lake as well as to the Dexter Huron Park, city park in Saline, and to a Mills Creek farm.

CALL FOR MAPS

Requests come to the Bicycle League for information on recommended routes for bike trips. We would like very much to be able to help, but are unable to do much more than refer to the Bike Atlas published by American Youth Hostels and available at the public library. Our group originally set out to lobby for better local biking facilities, but those presently active do not have expertise in long distance cycling. It would be good if someone locally would collect maps of Michigan marked with routes which cyclists have found satisfactory. Anyone wanting to work on this project write to AABL at 417 Detroit St., 48104. Or just mail in your maps. The Metropolitan Detroit Council, AYH, has a similar project, and they urge you to mail marked maps to their map chairman, Art Weber. The AYH address is 14335 W. McNichols, Detroit 48235.

NEW POLICY ON RAMP CONSTRUCTION

City officials recently announced that as a matter of general policy, when curbs are installed or repaired ramps will be constructed at intersections. You may have seen that the policy has already been implemented on sidewalks along the north side of Liberty from First to Seventh as the sidewalks were repaired. Along Glacier Way curb cuts were installed as a part of the paving project. This does not mean that these ramps are necessarily part of AABL's proposed bikepath network; they are for the convenience of persons in wheelchairs and for shopping carts and strollers as well as bicyclists.

Some concern has been expressed that the ramps may encourage cyclists to go from sidewalk to street without adequate caution as cars are turning corners, but we believe that the longrange benefits of getting cyclists off the street will more than compensate for this added risk.

ROUGHING IT, SUBURBAN STYLE

Those of you who have ventured into the Great American Wilderness recently know that standard equipment for an expedition includes a 27 foot motor home pulling a trailer with a hundred horsepower outboard motor boat. And you know that there are many hazards encountered in the state and national park campgrounds --- from being chased by a savage chipmunk to being kept awake all night by the neighbor's hi fi. But a new hazard has been added: as you walk down the paved road from your campsite to the bathhouse for a hot shower, you are likely to be run over by a bicycle. Standard equipment for family camping now includes several bikes strapped to the top or back of your motor home -- or camper trailer if you are really roughing it. After supper in the evening, Mom, Dad and the kids climb onto balloon-tired, banana-seated bikes and huff around the campground loop. Mom has her hair in large curlers, having discovered that a bike ride is almost as good as an electric hair dryer. Dad looks a little sheepish with his high rise handle bars: he hasn't been on a bike since he was a kid, but he is clearly enjoying himself.

Some good things are coming from America's re-discovery of the bicycle. By next year Dad is going to find out that a properly proportioned, geared bike is easy to ride and gets him around town faster than a car. Mom is going to start doing errands in the neighborhood on her bike, and lose a little weight in the bargain. And the whole family is glad that the kids can go where they want without having to be driven in the car. Gasoline bills are falling, and that second car doesn't seem quite as necessary as it did. The neighbors seem a little friendlier, and the local bike club is planning some interesting activities. Bike ride, anyone?

Here's a cooling news note from Anchorage, Alaska: a correspondent writes to the Bicycle Institute that snow does not stop bicyclists in Alaska; they continue to ride in midwinter. The Anchorage News has called for a balanced transportation system, with an extensive hiking, biking and ski-trail system for Anchorage, where 40% of Alaskans live.

TIME TO RENEW MEMBERSHIP

We are beginning our second year of publication of the AABL Newsletter. The cost of mailing the newsletter plus other incidental expenses of the League have been met by one-dollar sustaining memberships. If you sent your dollar at the time you received the first or second newsletter, or if you have not yet contributed, we would be happy to receive a check from you.

The AABL Steering Committee is open to all interested bicyclists. If you would like to be notified of future steering committee meetings or would be willing to help in other ways, please let us know. If you have volunteered in the past and we haven't contacted you, please forgive us; we are not organized as efficiently as we could be. We hope you will be persistent.

() I would like to be a sustaining member of the Ann Arbor Bicycle League. \$1 enclosed.

() I would like to renew my membership in the Ann Arbor Bicycle League. \$1 enclosed.

() Please add the following names to the AABL mailing list:

() Please remove my name from the AABL mailing list.

() I suggest the following projects for AABL to work on:

() I would be willing to work on: (circle one or more):

editing newsletter Mailing newsletter Steering committee
Planning bike activities other _____

TIME TO BUILD BIKEPATHS

Ann Arbor has a bike path plan. Expressions of interest and support have come from city officials and citizens. The need for bike paths has been established. Yet the simple fact is that only a few unconnected pieces of pathways now exist. It is time to get on with the job. We have demonstrated in the past that when a need for a public facility is clearly shown, we are willing and able to pay for it. We have a growing park system and an adequate road system with computerized traffic signals, and a bus system. Now let's find a way to provide facilities for the non-motorist.

For those of you who have thought that bike thefts are increasing: You're right, it has. But did you also know that car thefts have been decreasing at the same time? Here are some statistics from the Ann Arbor Police Department on bike and auto thefts:

	1969/70	1970/71	
Bicycle thefts	821	1062	29% increase
Auto thefts	469	322	29% decrease

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ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 2 NUMBER 5

OCTOBER 1972

AUTUMN COLOR TOUR OF IRISH HILLS

Ann Arbor area bicyclists are invited to travel with the Ann Arbor Bicycle League to Hayes State Park in Irish Hills on Saturday, Oct. 14 for a bike tour of Hidden Gardens, returning to the park for a picnic lunch. Several travel options are open to those interested:

1) A trailer which can carry up to 12 bikes is being provided by member Chuck Wright. You can call him evenings at 484-0828 to reserve space for your bike. Chuck will be at the south end of the Ann Arbor Pioneer High School parking lot at 8:00 a.m. on Saturday. If more than 12 people call, we may be able to rent another trailer or van.

2) If you can transport your own bike and have room for additional passengers, meet at the high school at 8:00; otherwise, you can go directly to the park, which is located on M 124 just north of U.S. 12, about ten miles west of Clinton. Plan to be there by 9:00.

3) Bike to the park, about 30 miles each way. Do this on your own; AABL is not organizing a group ride from Ann Arbor.

Note that the UM - MSU football game is on the same day; we will plan to leave the park in time to arrive in Ann Arbor during the game to avoid traffic.

TIME TO RENEW MEMBERSHIP

Want to continue to receive the AABL newsletter? If so, send \$1 to become a sustaining member. If your last contribution was made a year or more ago, it's time to renew.

AABL MEMBERSHIP MEETING SCHEDULED

Wondering what has happened to Ann Arbor's bike path plan? Want to help promote safe biking? Come to a general membership meeting on Sunday, October 15, at 3:00 p.m. at the Ecology Center, 417 Detroit St.

If you think there is some little, exclusive group running the League, come and see how easy it is to become part of the group!

Recently, someone wrote in to us saying he was concerned about improving conditions for bicyclists, but he hadn't come to our meetings or joined the League because he disagreed with our policies ----- to which we could only reply that whatever policies we have were hammered out at open meetings, and that these policies can only be implemented or changed if people are willing to come and participate.

The reason that bicyclists are pretty much ignored by government agencies and planners is that by and large we are a very passive group. With 85 million bicyclists in the country, we could bring about major changes in public transportation policy overnight if we wanted to. Other groups with a small fraction of our potential membership have exerted influence far out of proportion to their numbers --- for example, the National Rifle Association (which has successfully fought off gun control legislation for years, gets free ammunition for target practice from the army, and maintains a large headquarters in Washington), the Milk Producers Association, the highway construction industry, and many others.

Like it or not, changes in our kind of society are brought about by pressure groups working at all levels from City Hall to Washington. (Editorial comments by G. Rees; if you disagree, please come to our meeting and say so; we would also welcome written comments for the next newsletter.)

BREAKFAST RIDES CONTINUE

We must be doing something right! Our Sunday breakfast rides have gone as scheduled every week since May 28th with not a single one stopped by bad weather. Rides will continue each Sunday at 6:30 a.m. as follows:

Oct. 8 to Chelsea, meet at Farmers' market, bring breakfast;

Oct. 15 to Manchester, meet at Main and Scio Church Rd, bring breakfast;

Oct. 22 to Belleville, meet at Packard and Platt, eat at restaurant;

Oct. 29 to Pinckney Rec. area, meet at Farmers' Market, bring breakfast.

Rides will be cancelled if it rains; if families with younger children would like shorter rides, meet at the same time and place and plan an alternate route. Our pace is fairly leisurely; don't hold back because you think we'll go too fast for you.

SMITH REPORT EARNS NATIONAL ACCLAIM

Praise for Hal Smith's "Ann Arbor Bicycle Path Study" is coming in from across the country. Hal's report, commissioned by the Community Planning and Management Program (CPM), provides information about bike path development, design and costs which has been greatly needed and not available heretofore.

Ralph Hanneman of the Bicycle Institute of America writes, "....quite possibly the best bikeway feasibility study to have come to this office.....has more nitty-gritty, usable information than the \$75,000 studies funded by the State of California...."

Harold Green writes from the Denver office of the Bureau of Outdoor Recreation, "You are to be commended on the preparation of a most comprehensive and informative bicycle study...." The report is on sale for \$3 at the City Clerk's office.

Now it is up to us to see that the recommendations in the report are implemented by City Council, and not simply shelved as so many planning documents have been in the past.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 3 NUMBER 1

JANUARY 1973

GAS TAX FUNDS FOR TRAILS

Best news of the year for Michigan bicyclists is that the transportation bill signed last week by the governor includes provisions for the first time to use gas and weight tax funds for non-motorized transportation. The bill provides for one-half percent of the money, estimated at 2.5 million dollars for this year, to be used to build hiking, biking and horseback trails in the state. The money will be portioned as road funds are presently, that is, 45% to the State Highway Department, 37% to counties, and 18% to cities. This historic bill finally lays to rest the notion that gas tax money must be used only to build more roads. The bill also requires that all new state road construction must wherever feasible include bicycle lanes. The objectives of AABL and other bicycling organizations comes a giant step closer to realization with this bill, and the governor and legislators are to be highly commended for their action.

BICYCLE COORDINATING COMMITTEE FORMED

Mayor Harris last Monday night reported to City Council his appointment of four citizen members of the Bicycle Coordinating Committee: they are Tina Beyer, Louise Ritsema, Dave Galbraith and Pat McCaulley. Formation of this committee is an important step in the implementation of Hal Smith's Bicycle Path Study which was submitted to Council last July. The committee, to be made up of citizens and staff members from various city departments, will oversee the development of the projected network of bike paths, as well as making other recommendations to Council on matters of concern to bicyclists such as theft prevention, parking, safety education and licensing.

COUNTY FUNDS REQUESTED FOR PLANNING

Mary Fulton appeared before the Property Committee of the county Board of Commissioners in November on behalf of AABL. She presented our request that the county fund demonstration bikeway between Ann Arbor and Ypsilanti by a Huron River Drive route which would connect the two cities to the Washtenaw Community College. The committee approved of the planning of such a route, but delayed a recommendation on funding

MEETING TO REVIEW BICYCLE PATH NETWORK

On Wednesday, January 31 AABL will sponsor an open meeting at 7:30 PM in the Fourth Floor Conference Room at City Hall to review the current status in the development of a bicycle path network for Ann Arbor. Haldon Smith, who is a member of AABL, has been commissioned by the City to prepare a recommended network of proposed routes. As part of this work, Hal is to present his recommendations to the AABL public meeting for review and comment before they go to the Planning Commission and City Council. Hal believes that public participation is an important part of the process of developing a sound plan, and he hopes that there will be a good turnout on the 31st. The prospects for incorporating this plan into a county-wide network of bicycle paths, and other possible projects for AABL also will be discussed.

The plan which Hal is developing has already drawn heavily upon a previous AABL planning workshop held at the Public Library last August. Also, the AABL questionnaire asking for information about where people would like to see paths has been very helpful. Over 150 returns have been received, and the comments which some people have added have been very much appreciated.

Additional questionnaire data is being solicited through paid advertisements in the local papers and through the public schools. From all these data Hal will develop a "desire line" network showing where people want to ride their bikes. The final plan will be based largely on this information. If you have not already made your bicycling needs known through one of these questionnaires, or if you know someone else who hasn't, it is not too late. Additional questionnaires can be obtained at the Ecology Center, 417 Detroit Street, or from the Planning Department at City Hall. Please return them as soon as possible so they can be incorporated into the presentation on the 31st, and then come to see how it all fits together.

until the possibility of using county road commission funds could be determined. Since Huron River Drive from Ypsilanti almost to the community college is scheduled for improvement, that section of the bikeway should be constructed first. AABL's goal is to have bike transportation included in all planning for and implementation of road improvements and road construction.

SUNDAY MORNING RIDES

After a full summer of rainless Sunday mornings, the weather finally forced cancellation of our next-to-last scheduled Sunday breakfast ride, the October 22 trip to Belleville. Despite this one setback, the series of rides was a clear success, one which we hope to repeat in 1973. Probably the high point of the late summer and fall rides came on the weekend of October 14 - 15. That week, a Saturday morning ride was added to the schedule, starting at Hayes State Park just southwest of Washtenaw County, and going about four miles to Hidden Lake Gardens, then returning to Hayes Park for a picnic lunch. The narrow, one-way roads of Hidden Lake Gardens, which had very little auto traffic while we were there, provided an excellent, if somewhat hilly, indication of what bicycle riding could be like on proper bike paths. The following day, the longest of the Sunday rides took us to Manchester and then back through Saline to Ann Arbor. On this chilly morning, the warm hospitality of the Marshalls provided us with a much appreciated breakfast break at their farm on Pleasant Lake Road. Other destinations besides Manchester which we visited during the course of the summer and fall included Saline, Ypsilanti, Whitmore Lake, Milan, Huron-Dexter Park and Hudson Mills Park.

Looking back on the summer's rides, most of us felt they were well worth the early arising on Sunday mornings. We became acquainted with many portions of the county to an extent which is difficult to achieve at automobile speeds. The problem, as always, lay in finding routes for which the road surfaces were acceptable and the auto traffic low to moderate. At our 6:30 starting time, this was not too difficult, but by 10:00 or 11:00 when we returned, the traffic had picked up enough to make bike riding uncomfortable on some roads. This demonstrated to the bikers, and hopefully to some of the motorists who passed us, the urgent need for bicycle paths connecting the various towns within the county, as well as those planned inside the Ann Arbor city limits. Our group size varied from half a dozen up to about twenty riders. The bicycles seemed fairly evenly divided between three-speed and ten-speed models, with an occasional single speed bike showing up. We are happy to report that we have yet to lose a rider due to either exhaustion or mechanical problems, although one young man on the Milan ride was forced to call home for a replacement bike after suffering a blowout. Some of the more accomplished touring riders felt that the pace was usually too slow; however, a number of our members whose riding is more casual undoubtedly were frightened away from a few of the scheduled rides by the distances to be covered and possibly also by the pace encountered on those rides they

CYCLE SAFETY CONFERENCE

How to make bicycling and motorcycling safer will be the subject of a Cycle Safety Conference to be held in Lansing on January 17, 1973. The Michigan State Safety Commission, representing the Departments of State, State Police, Highways, and Public Instruction, is sponsoring the conference because, unfortunately, the newfound enthusiasm for cycling of all kinds has brought with it an alarming increase in the number of fatalities and injuries. The goal of the conference is legislative and administrative recommendations to serve as a guide for legislators, state agencies and users. It is hoped that when implemented, these will result in a reduction of accidents and injuries.

The conference is organized into two separate Task Forces, one dealing with problems surrounding the use of bicycles, and the other with the use of motorcycles. Each Task Force is made of a select group of about twenty invited representatives who are to prepare a report with recommendations for the State Safety Commission. The U-M Highway Safety Research Institute and the MSU Highway Traffic Safety Center have both agreed to assist by providing additional background information and research.

Although the conference is primarily concerned with operational issues and safety problems, AABL member Haldon Smith has been asked to serve on the Bicycle Task Force and to represent a bicycle path planning point of view. Hal will be very glad to hear about any special concerns or recommendations which you would like him to convey to the conference.

FINANCING OF BIKE PATH SYSTEM DEBATED

As we go to press the effects of the new transportation bill cannot be accurately predicted, but it offers at least another possible route to take for the city's financing of the projected bicycle path network. At this time City Council is still considering the question of placing a road bond proposal on the April ballot which includes funds for bike paths. AABL has urged Council to list the bike path fund as a separate bond issue, so that voters can express themselves more clearly on the question of how money should be spent in Ann Arbor for transportation. Watch the newspapers for developments and come to Council meetings on nights when transportation matters are to be discussed.

did make. In a group whose cycling skills are as diverse as those of the AABL members no single ride can be expected to satisfy everyone. Nevertheless, the exercise, scenery and companionship made the ride an enjoyable experience for most participants.

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 3 NUMBER 2

MARCH 1973

ELECTION SPECIAL

BIKE PATHS ON BALLOT

A major goal of the Ann Arbor Bicycle League comes closer to realization as voters go to the polls next Monday to approve a bond issue to finance a system of bicycle paths for the city. The details of the items included on the ballot can be found on the last page of this newsletter; we certainly hope that all AABL members are out working to inform their neighbors and friends about the proposal. AABL has printed 40,000 copies of the information sheet, as well as a brochure and other materials. Speakers from our group have been going to meetings of as many organizations around town as will have us. We have made cardboard signs for you to attach to your bike, and will be handing out flyers at the polls on election day. All this takes work, of course, and we need all the volunteers we can get. If you have any time to spare on Thursday through Monday, March 29th through April 2nd, please call 663-1150, 761-1147 or 761-8855 to volunteer. If you can't spare the time or care for electioneering-type activities, we also are in need of contributions to cover the cost of the printed material. Many of our sustaining members have responded generously to an appeal for funds, but we are still a little short

of our goal and prefer not to go into deficit financing (translate: our long-suffering Steering committee's pocket-books).

Several community groups have endorsed the bike path bond proposal and are actively working for its passage. Among them are the Burns Park Community Association, the Washtenaw Neighborhood Association and the School Safety Committee. We certainly appreciate their help.

Now it is up to you to see that all of your friends and neighbors get out and vote for Proposition B, the Highway Safety Bond Proposition, on Monday, April 2nd.

MAYOR, COUNCIL CANDIDATES AIR VIEWS ON BIKE PATH BOND PROPOSAL

All of the candidates for mayor and city council have been asked and have kindly responded to our request for a short statement explaining their position on the bike path bond proposal. None were opposed to the basic idea of a network of bike paths, but there was disagreement on the amount of money.

(continued on next page)

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS

asked for and the means of raising it. We are pleased that all three political parties endorse the need for bicycle paths and look for a continuing good relationship with city council after the election. Here are the statements:

MAYOR

Franz Mogdis (D)

Not only do I support the Highway Safety Bonding Proposition, I am actively campaigning for it door to door. I am strongly supporting it.

Jim Stephenson (R)

The Democrat-HRP coalition that runs City Council played a dirty trick on the proponents of bicycle paths by framing a ballot proposal that has little chance of passage. The \$800,000 cost is too high and on the ballot proposal bike paths are tied to other controversial issues. The bike path concept is worthy and should have been handled differently.

Be Kaimowitz (HRP)

Bicycle paths are an immediate and inexpensive way of providing some measure of safety for the large number of cyclists already riding in Ann Arbor, who are presently riding under conditions hazardous to both themselves and the other vehicles that they must share the road with. More importantly, the paths are an encouragement to people to use bicycles as one more alternative to the private automobile which is so discouragingly dominating our lives and limiting our ability to reasonably control growth. I strongly support the bond issue.

FIRST WARD

Andrei Joseph (HRP)

I support the safety bonding proposition and have a special attachment to the bicycle network. These proposals represent a progressive step to providing a comprehensive planned transportation system for Ann Arbor. The bonding issue should be followed up by continued citizen input and increased community control of the Ann Arbor Transportation Authority.

David Wiarda (R)

I am in favor of providing safe areas for bicycling, but it has come to my attention that the amount of money being asked for is \$800,000 to implement this plan. Earlier figures have indicated that there was a proposal that would have cost \$200,000. Keeping these two figures in mind I think we need to investigate what we would be getting in each plan and determining from those plans the ultimate solution which is in the best interest of Ann Arbor.

Norris Thomas (D)

On this April's ballot there will appear proposals to increase the millage for the purpose of operating public transportation systems, a city-wide bicycle path network, pedestrian walkways and other non-road items. I strongly support passage of all of the proposals, for I feel this reorientation away from the automobile would, in addition to reducing automobile congestion and the need for road repairs and road widening, provide a

(continued on next page)

- () Enclosed is \$1; please send the AABL newsletter for one year.
- () Enclosed is \$_____ contribution to help pay for materials used in promoting bike path proposal on ballot.
- () I would like more information about Sunday Breakfast Rides and Summer Saturday Excursions. Please call: phone number _____
- () Address on mailing label is correct.
- () Please change address on mailing label as indicated.
- () Other comments:

needed service and a rational alternative mode of mobility for low income, handicapped, and other people heretofore virtually immobilized. It is true

at most people will continue to drive their autos, however, we should not forego the opportunity to pull these drivers from their posh polluters.

SECOND WARD

Clan Crawford (R)

I detect a lot of hostility toward the bond issue, directed at the amount asked at this time, but not against the idea of bikeways. I believe Council will and should begin to develop a system of bike paths, but that effective mass transit must have funding priority. How fast we can move will depend on circumstances, mostly financial. Passage of the transit millage should make possible prompt appropriation for bikeways.

Carol Jones (D)

To this point city government ; basically responded only to the needs of motorists. We must now recognize that cyclists must be given equal services. The proposed 90-mile network of bike paths is essential if bicycling is to be encouraged as a very favorable transportation alternative. Many persons are presently discouraged from using bicycles due to the extreme safety hazard. Among steps that must be taken to further guard the safety of school children must be the construction of safety sidewalks in those places that children have only the choice of walking in the streets or the muddy, rutted curbside area. I strongly support all points included in this bonding proposal.

Frank Shoichet (HRP)

As a bicyclist in Ann Arbor I appreciate the value of and support wholeheartedly the Highway Safety

inding Proposition. Mass transportation is more than mere dependence on the automobile and this is a step in the right direction. From personal experience I know that providing bike paths is a genuine Highway Safety measure.

THIRD WARD

Betty Kaufman (D)

I urge everyone to support the Highway Safety Bonding Proposition. It brings together a number of vital needs and will benefit all of the people of Ann Arbor. It is a good example of creative problem-solving.

Robert Henry, jr. (R)

While I support the need for additional bikeways throughout the city, I oppose the Safety Bonding Proposal. The amount of money to be spent for repair of the Stadium Bridge without provision for widening over State Street is the kind of public waste which I cannot condone. We must explore alternate methods for financing bikeways and safety sidewalks.

FOURTH WARD

Philip Carroll (HRP)

I support the bonding proposition because its passage will lead to a safer and better balanced system serving all of Ann Arbor's transportation needs. Incidentally, I also support the bus system millage, and, if elected, I will work to modify the routing proposal with emphasis on service in areas of greatest need and better coordination with biking facilities (e.g. city-operated loan-a-bike terminals). HRP believes that new bikeways coupled with expanded bus service will create greater mobility opportunities, reduce traffic congestion and air pollution, and encourage planning for more livable urban growth patterns.

Rick Hadler (R)

I voted to put the bonding issue on the ballot because of the over-riding safety issue of the Stadium-over-State bridge; however, I feel strongly that the proposal should have provided for at least the widening of the State Road underpass to give four lanes with pedestrian and bikeway provision. I am afraid that the narrow purposes of this proposal without allowing for the broader aspects of a more comprehensive transportation network may work against ultimate passage.

Ethel Lewis (D)

Many of us citizens have been lobbying for years for our city government to offer us alternatives to massive and expensive road building. This bond proposal is just such an alternative. We voters now have an excellent chance to serve those who only use walks, bikes and wheelchairs, as well as those of us who have cars but would sometimes like not to use them. I hope all of my fellow citizens will join me in voting YES for the Highway Safety Bonding Proposition.

FIFTH WARD

John McCormick (R)

I am in favor of the general theory of bicycle paths in the City of Ann Arbor being given a good try basically because Ann Arbor is somewhat unique as a result of having a large university situated here resulting in some approximate 30,000 bicycles, but I am opposed to leaping into an expense in this area of \$800,000 rather than at the rate of \$100,000 - \$200,000 to see if it's going to work here in Ann Arbor. Thus far Haldon Smith is of the opinion that the existing bicycle routes have been a complete failure and it seems advisable that we proceed at a slower rate.

Mona Walz (D)

We are a bike riding family and are members of AABL. I fully support the goals of the organization and am encouraging voters that I meet to vote YES on the Highway Safety Bonding Proposition including the bikeway system.

John Minock (HRP)

I fully support passage of the proposed bond issue for a bicycle path network. I ride a bicycle in Ann Arbor and I believe a proposed network will make bicycling safer and help reduce people's reliance on automobiles.

Editor's note: Clearly it would be out of order to comment on these statements here; they speak for themselves. However, we are obliged to note that Councilman McCormick must have misunderstood the intent of Hal Smith's

remarks about the existing bike routes. Hal, who was commissioned by council to gather data and prepare the proposal now on the ballot, simply said that the pilot routes built last year were not being used because they were only short pieces of pathway with many gaps in them and with no particular origin or destination to make them attractive to bicyclists. AABL has said all along that for a system to be used, it must be complete, leading to destinations desired by bicyclists, and without annoying gaps which require one to dismount to climb up and down curbs.)

PUBLIC HEARING ON BIKE PATHS SCHEDULED BY STATE HIGHWAY DEPARTMENT

Lansing: Five public meetings to gather sentiment on bicycle paths and other non-motorized transportation facilities have been scheduled by the Department of State Highways. The meetings are in relation to section 10-K of the recently-enacted Transportation Package (Act 327): "Highway purposes as provided in this act include provisions for facilities for non-motorized transportation including bicycling."

The section adds, among other things, "The Department of State Highways, the counties, cities and villages receiving funds from the Motor Vehicle Highway Fund shall expend reasonable amounts of such funds for establishment and maintenance of lanes, paths and roads for non-motorized transportation." The section is included in the new law, which raised state gasoline taxes by two cents a gallon.

Interested groups and individuals are invited to attend the meetings to offer comments and suggestions about the need for, and character of, non-motorized transportation facilities, and to assist in developing a state, county and municipal program to meet the new requirements.

One of the hearings will be held in Ann Arbor, at the Pioneer High School auditorium at 8 PM on Tuesday, April 3rd. Written statements in lieu of, or in addition to, those made at the meeting, or requests for copies of Section 10-K, Act 327, should be sent to: Jack E. Morgan, Ass't to Public Hearings Engineer, Dept. of State Highways, P.O. Drawer K, Lansing, Mich. 48904.

SCHOOL SAFETY COMMITTEE ENDORSES SAFETY BOND PROPOSITION

The Ann Arbor School Safety Committee has unanimously endorsed the Highway Safety Bond Issue for bicycle paths, sidewalks, etc, and is informing all principals and P.T.O presidents within the school district urging their active support. A major goal of the Safety Committee is improved bicycle and pedestrian routes to schools, and the bond issue is regarded as a means of solving many school access problems.

Originally, in 1968, a citizens' committee was appointed by the Ann Arbor Board of Education to examine safety problems and make recommendations to the Board. Out of this citizens' committee report came the appointment of a safety coordinator for the school district, presently Mr. Emerson Powrie, and the organization of the Safety Committee. Made up of representatives of governmental units, both elected and administrative, from the city, county and townships, plus parent representatives, this committee has been meeting regularly since 1969.

While the Safety Committee has no power to act, it does recommend and the recommendations are seriously considered by the Board of Education and governmental departments. As an example, safety busing was adopted by the Board as an interim measure on recommendation of the committee. The Public Works Department of the city has cooperated in ordering and building gravel and paved walks that have been requested. Traffic signals and signs have been installed. The committee has met with concerned parents on numerous occasions and has supported some of the requests for improved safety situations. Many problems remain unsolved, chiefly due to lack of funds.

Currently, the Safety Committee is reviewing the Safety Patrol program as a part of its larger goal -- to establish a safety education program within the schools. Bicycle safety is viewed as a key part of such a program.

----- Sylvia Lewis, parent representative, City of Ann Arbor

SAFETY AND REPAIR CLINIC SCHEDULED

The Optimists will again hold a safety and repair clinic this spring. Sponsored by the Breakfast, Noon and Evening Optimist groups in conjunction with the Bicycle League, the clinic will be held at Yost Field House on Saturday, April 28th from noon till 5 PM. Plan to bring your bike and invite all the kids in the neighborhood to come along to get their bikes checked out for summer.

BREAKFAST RIDES RESUME APRIL 8TH

The date you've all been waiting for, the day you can rise with the sun and have breakfast after a brisk ride with a congenial group of bicyclists of all ages, is Sunday, April 8th. By popular demand (yawn) the starting time has been changed from 6:30 to 7:00. (You don't really gain anything, because Daylight Saving Time starts at the end of April). We will meet every Sunday morning at the Farmers' Market on Detroit Street. If the group is large enough, we can split according to preference, some bringing their own breakfast for a picnic in a park, others going to a restaurant. We could also split according to fast and slow riders if we want to, although in the past we have tended more to slow than fast. Come join us; it's fun.

BIKE-A-THON SET FOR MAY 6TH

Plans for a repeat of last year's very successful bike-a-thon are well along. It is set for Sunday, May 6, from 12 noon till 6 PM. A new feature this year will be a choice of two routes, one about 11 miles long, the other 27 miles. The longer one will be as last year, to Dexter and back via Huron River Drive, Baker and Jackson Roads; the shorter route will circle around town through the North Campus and Huron Parkway. Start lining up your sponsors and watch for further news. Funds raised by last year's event were an important source of income for both the Ecology Center and the Bike League.

Recently we were surprised to learn that the pamphlet "Cycling in the School Fitness Program," published by the American Association for Health, Physical Education, and Recreation, was out of print. It seems odd that this organization should discontinue such a publication at a time when articles abound on the need for changes in physical education programs.

One such article, "We Need a New Emphasis in Physical Education," by John L. Boyer, M.D., Today's Education, Nov. 1972, stresses the need for school programs which emphasize cardiovascular endurance fitness. Dr. Boyer, a cardiologist and medical director of the Human Performance and Exercise Laboratory at San Diego State University, contends that competitive team sports should be de-emphasized and that low-endurance activities such as archery and bowling which are usually found in physical education periods should be replaced by such high endurance activities as cycling and swimming. The latter ones provide the rhythmic repetitive movements necessary to condition the cardiovascular system to meet the stresses of life today.

Many people are coming to realize that the fancy gymnasias which often dominate school athletic programs today are basically just expensive basketball palaces contributing very little to the fitness or athletic ability of the students. The insertion of short physical education classes into the middle of the school day as is commonly done not only disrupts the school day but often alienates students so that after graduation they shun the physical activity they increasingly need. Private schools with generally inferior physical facilities including gyms often attain excellent physical achievement levels. For them it is typical that all students are required to take several hours of physical education at the end of the school day and a wide variety of activities is available. The longer time spent allows students to achieve proficiency and the sense of accomplishment which leads to continuing enjoyment in later life.

AABL feels that cycling courses presented in both primary and secondary public schools would meet the criteria set forth by Dr. Boyer and other authorities for good physical education programs. Cycling is an excellent cardiovascular endurance activity which can easily fill a large block of time at the end of the school day. Practically everyone can achieve proficiency, and given the opportunity to participate in all facets of cycling --- skills, safety, maintenance, racing, touring and transportation --- they might consider a bike as a machine to be used into adulthood rather than as a toy to be discarded at graduation. Although many colleges have begun to offer cycling courses, we feel that this step should be taken even earlier in a student's life, before sedentary patterns become established. The time is right for the public schools to tackle this job.

RETIRING MAYOR AND COUNCILMEN THANKED

The Ann Arbor Bicycle League wants to express its warmest thanks to retiring Mayor Robert Harris and Councilmen Robert Faber and Nelson Meade for their many good efforts on behalf of bicyclists in Ann Arbor. They have always been responsive to our ideas and concerns and have done a great deal to make bicycling a recognized means of transportation in Ann Arbor.

AABL SPOKESMAN AT MILL CREEK HEARING

One of AABL's Steering Committee members, Dave Galbraith (who is also a member of the newly-appointed Bicycle Coordinating Committee appointed by the Mayor) spoke for the League at a hearing held by the Department of Natural Resources concerning the projected Mill Creek Park to be built by the Huron-Clinton Metropolitan Park Authority. Dave made the point that, although we did not take an official stand for or against the park as such, we regretted very much that HCMPA had, over the years, put so much emphasis on water recreation to the almost complete neglect of other forms of recreation such as bicycling. He stated that before any more parks are built, provisions for access to and in all of HCMPA's parks for bikes and other non-motorized transportation should be planned for.

HIGHWAY SAFETY BONDING PROPOSITION

A bonding proposal will be on the ballot for the April 2nd election for the approval of Ann Arbor voters. It will provide for the reconstruction of bridges and for facilities to promote safety of pedestrians, bicyclists and handicapped persons. The bond issue will provide:

- Emergency bridge repairs
- Safety sidewalks
- Ramps for wheelchairs
- Pedestrian overpass
- Bicycle path system

Proposed expenditures:

1. Bridge repairs	\$635,000
A. Stadium Boulevard over State Street and railroad	
B. Broadway over railroad and river	
2. Safety sidewalks	\$100,000
A. Paved surface for existing gravel walks: Maple Road, Glacier Way, Pontiac Trail	
B. New gravel walks: Pontiac Heights past Leslie Golf Course, Traver Road, others as needed	
3. Wheelchair ramps at all intersections in downtown area	\$ 20,000
4. Pedestrian overpass across Interstate 94 at Stone School Rd.	\$225,000
5. Bikeway System	\$800,000
A. Paved paths, street bike lanes and sidewalk bikeways provide access to schools, parks and shopping centers	
B. Right-of-way acquisition	
	bonding fees \$ 10,000
	total \$1,790,000

The cost of this bond issue is .26 mills in 1973, decreasing to .11 mills when it is retired in 1993. This means that an average Ann Arbor family whose house is valued at \$28,000 -- assessed at \$14,000 -- will pay an additional \$3.64 this year, or about thirty cents per month.

For further information, write the Ann Arbor Bicycle League, 417 Detroit St. Or telephone: 663-1150, 761-1147, or 761-8855

ann arbor bikeway system

Questions and Answers

Q: What is a Bikeway System?

A: A Bikeway System is a network of marked routes designed to enable bicyclists to reach schools, parks, business places and employment without competing with automobiles on congested streets. These routes may be on separate paved pathways, on lightly traveled side streets, on specially marked lanes on downtown streets, or on sidewalks with curb cuts at intersections.

Q: How extensive is the system proposed for Ann Arbor?

A: Ann Arbor's system will provide safe routes to every school in the city. It will connect all major parks and recreation areas, and will provide easy access to outlying areas where biking for recreation can be enjoyed. The system makes maximum use of existing streets when they can be safely used; half the mileage will be some form of street bikeway. There will be 18 miles of new paths constructed, and 17 miles of sidewalk bikeways will be used where no other alternative exists.

Q: How much will the system cost?

A: The cost of the entire system, including right-of-way acquisition, will be \$800,000.

Q: Isn't this a lot of money to spend on bicycle paths?

A: Certainly not when you compare it with other forms of transportation facilities and when you consider it as a long-term investment. The entire system will cost about the same as one mile of an urban parkway, or about 1 3/4 mile of residential street. The cost to the average Ann Arbor family this year would be about 13 cents per month, decreasing to 6 cents per month by the time the bonds are retired in 1993.

Q: How many people use bicycles for everyday transportation in Ann Arbor?

A: The best estimate is between 35,000 and 40,000 bicycles being used regularly for transportation, and the number is growing rapidly. Last year for the first time in sixty years, there were more bicycles than cars sold in this country. Surveys indicate that about equal numbers of children, youths and adults would use the bikeway system.

Q: Why should non-bicyclists help pay the cost of facilities for bicycles?

A: Motorists as well as bicyclists will benefit from the bikeway system. Encouraging the use of bicycles can significantly cut down congestion on city streets. Bicycles take up less room, make less noise and produce no pollution. Ann Arbor can be a better place to live if we provide alternatives to the automobile.

Q: How did the bikeway system proposal come about?

A: The proposal was drawn up in response to the express needs of the people who want to use it. Questionnaires have been distributed to bicyclists to find where routes are needed. City Council commissioned a study which led to the present proposal. Final responsibility for determining routes is in the hands of the Bicycle Coordinating Committee, a citizen group appointed by Council.

Q: Is Ann Arbor's plan unique, or have other cities developed bikeways?

A: The need for a system of bikeways has been recognized in many other cities both larger and smaller than Ann Arbor, from Los Angeles to Boston and Tallahassee to Missoula, and even in Anchorage, Alaska. A total of about 25,000 miles of bikeways has been built in other cities so far. The U.S. Department of Transportation has recognized the importance of safe facilities for bicycling and is developing national bikeways standards.

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 3 NUMBER 3

APRIL - MAY 1973

CALENDAR OF COMING EVENTS

Saturday, April 28: Safety Clinic, Yost Field House, 12 - 5 pm.

Sunday, April 29: Picnic at Island Park, 12 noon

Sunday, May 6: Bike-a-thon, 12 noon - 6 pm.

Saturday and Sunday, May 26-27: Belle Isle Marathon. Information at local bike shops.

An excellent source of other information about bicycling events is the Michigan Hostel News, published by the Metropolitan Detroit Council, American Youth Hostels, 14335 W. McNichols, Detroit 48235. You can subscribe for \$1.50 per year.

WOLVERINE SPORTS CLUB

The Wolverine Sports Club has announced its schedule of activities for the season. On Tuesday and Thursday evenings at 6 pm, persons interested in training for racing gather at Research Park, off State Road south of Interstate 94, for a workout. On Wednesdays at 6 pm, a group leaves from the Diag for a tour to Dexter. Every Saturday at 10 am there is a cycling clinic for persons who want to improve riding techniques. And on Sundays at 12 noon a group gathers at the Diag for a touring ride. For more information, call 663-1604. If you would like to be on the group's mailing list, send \$1.00 to Noel Bassett, 325 E. Hoover, Ann Arbor 48104.

BIKE-A-THON TO BE BIGGER AND BETTER

Even before last year's Bike-a-thon was over, committee members had started talking about how to make the next one even more of a success. All indications are that their planning will lead to a tremendous event. This is a major fund-raising effort of the year for both the Ecology Center and the Bike League, and a good turnout of both cyclists and sponsors is vital to the future of both organizations. Riders will gather at the Farmers' Market starting at 12 noon on Sunday, May 6th, choosing between a 27-mile loop to Dexter and back and a shorter in-town loop of 11 miles. Details of the event are in a leaflet which you can obtain at the Ecology Center, all bike shops, the University Cellar, Applerose, Eden Foods and the Soybean Cellar. Included are sponsor forms to be filled out and given to the person at the first checkpoint. You can start at any of six checkpoints on the larger loop or four points on the smaller, and ride as far as you wish. Other details are outlined in the leaflet. The important part is to start lining up sponsors right away.

VOLUNTEERS NEEDED

If for some reason you choose not to join the bicycle crowd on Bike-a-thon Day, you can still make an important contribution to the event by serving at one of the checkpoints. Persons are needed at each point to stamp the sponsor forms as riders pass by. Please call the Ecology Center during the day or Dave Galbraith at 971-5448 evenings if you can help.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS

BOND VICTORY GIVES CLEAR MANDATE

Ann Arbor voters on April 2nd passed the Highway Safety Bond Proposal, which included \$800,000 for bike paths, by a vote of 19,932 to 12,138. The size of the favorable margin makes it quite clear that Ann Arbor has accepted the concept that bicycle transportation merits the expenditure of public funds.

The Bicycle Coordinating Committee now has the job of seeing to it that all city agencies work together to bring about the best possible system of paths in a reasonable length of time. The committee has been meeting regularly, and has accomplished important preliminary work. At its next meeting it will try to work out details so that contracts can be let as soon as money from the sale of bonds becomes available. First priority will be to upgrade existing paths while detailed engineering work is being completed on new construction. In answer to many inquiries about the very narrow curbs built last year, it should be understood that they were the result of an attempt to build an acceptable set of demonstration paths for a minimal amount of money. They will be replaced by wider ramps as soon as possible.

Citizen input is still welcomed as the committee continues to refine the original proposal. Hal Smith has been asked by the city to continue his analysis of the questionnaires which have been distributed, and his final report should be ready within two months.

It would be impossible to list all the people who worked so hard to help win the favorable vote on the bond issue. We probably shouldn't even start, but there are a few that we would like to thank particularly. Bob Datsko did a great job on the bike signs which were so popular; we could have used many more, but producing them was a lot of work. The very handsome brochure which we distributed just before the election was edited by Carol Chaney and the layout and art work was done by Pat Mullaly. Beautiful job, Pat.

As always, we are grateful for the help we get from the staff at the Ann Arbor Public Library, especially Lael Cappaert and Gene

SAFETY CLINIC SATURDAY

The first event of Bicycle Safety Week will be a safety clinic on Saturday, April 28th. It will be held at Yost Field House on State Street from 12 noon till 5 pm. The event has been arranged by the Morning, Noon and Evening Optimist groups, with assistance by the Bike League and the Naked Wrench Coop. Members of the Ann Arbor Police Department will be on hand to help with safety tips. Applications for bike licenses will be available. Members of the Naked Wrench Bike Co-op will help make minor adjustments and repairs and give advice on care and maintenance of bicycles. This is the third year that the Optimists have worked with the League on this activity, and it has been well received by the community.

BREAKFAST RIDES RESUMED

Sunday morning rides have started again, with the first an easy (except for a stiff wind) jaunt to the Botanical Gardens with an unplanned stop at Win Schuler's for coffee. The second was a brisk but pleasant run to Dexter. Destinations are decided by the group each time, although it has been suggested that a published schedule would make it easier for people to plan ahead. We will meet each Sunday at 7:00 am at the Farmers' Market on Detroit Street.

PICNIC AT ISLAND PARK

You are invited to a picnic at Island Park at 12 noon on Sunday, April 29th. AABL members will join with a group of Youth Hostellers who will be biking to Ann Arbor from Orchard Lake, under the leadership of Ruth Doerr. The park is on Island Drive, off Wall Street. Bring your own sandwiches; lemonade will be provided.

Wilson. Organizations like ours owe a great deal to the availability of a fine library facility. This, of course, leads us to say that we hope all of our readers will do everything they can to secure a favorable vote for the special millage request which will be on the ballot for the school election on June 11th.

-) Enclosed is \$1; please send the AABL newsletter for one year.
-) Enclosed is \$_____ contribution to help pay for materials used in promoting bike path proposal on ballot.
-) I would like more information about Sunday Breakfast Rides and Summer Saturday Excursions. Please call: phone number _____
-) Address on mailing label is correct.
-) Please change address on mailing label as indicated.
-) Other comments:

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 3 NUMBER 4

JULY, 1973

IRISH HILLS TOUR

A repeat of last year's popular excursion to Hidden Gardens in Irish Hills is planned for Saturday, August 11th. We will meet at Hayes State Park, ride about five miles to the gardens for a tour of the grounds and conservatories, and return to the state park for a picnic lunch. As before, there will be several travel options:

1. If you want to share the cost of renting a van or trailer, call Jerry Rees at 663-1150. We will meet at the parking lot of Ann Arbor Pioneer High School at 8 AM.
2. If you can transport your own bike but have room for others in your car, meet us at the High School; otherwise, go directly to the state park. It is located on M 124 just north of U.S. 12, about 10 miles west of Clinton. Plan to be there at 10:00 AM.
3. If you want to bike to the park from Ann Arbor, about 30 miles, you are on your own; AABL is not organizing a group ride. However, if you want to ride with others, call Jerry and he may be able to put you in touch with other riders. (AYH and Wolverines, take note; we would be glad to have you join us.)

McCAULEY LEAVES BCC

Pat McCauley, charter member of AABL's steering committee and a member of the Bicycle Coordinating Committee appointed by the mayor, has moved to St. Louis. His legal expertise and good judgment were of great help to us; we'll miss you, Pat!

ANN ARBOR BICYCLE LEAGUE

ECOLOGY CENTER
417 Detroit Street
Ann Arbor, Michigan 48104

WHAT'S NEXT FOR AABL?

Now that the bond issue is passed, and an official city agency (the BCC) responsible for coordinating efforts to improve bicycling in Ann Arbor, what's left for AABL to do? The steering committee has discussed this question at length at recent meetings.

Obviously there are many things yet to be accomplished. Even though money has been voted for bike paths, problems will come up as the detailed planning and construction proceed which will call for citizen input. We have hardly begun on efforts to promote safety education, theft prevention, adequate storage facilities and law enforcement. Those of us currently active on the steering committee see ourselves primarily as a lobbying group, and tend not to put much effort into organizing rides and events; we are glad that other groups such as the AYH and Wolverine Sports Club are taking this over. But where are our efforts best directed?

Increasingly our attention has turned to the county as a logical next area for action. To be useful, bicycle paths must not stop at the city limits, and bicyclists all across the county have the same problems that we have faced in the city. Money from the State is available at the county level, and there is no reason why it shouldn't be spent in at least planning for county-wide systems of bike paths. There is a need for a county bicycling organization, and perhaps now is the time to get it started. What do you think?

We need your help. Watch for announcements of our meetings on Doug Fulton's page in the Sunday Ann Arbor News, and come join us.

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COUNTY TRANSPORTATION STUDY TO BEGIN

Contracts for the Ann Arbor-Ypsilanti Urban Area Transportation Study have been signed by all parties involved except the State Highway Commission. The Commission is expected to sign within the month, so that the study, which encompasses Ann Arbor, Ypsilanti, Saline and six townships, can begin in mid-August.

Even though this study will include consideration of bicycle paths, AABL feels that it is not necessary to wait for completion of the study to begin work on a path between Ypsilanti and Ann Arbor. The need for such a bike route has been evident for some time. Last November Mary Fulton, a member of AABL's steering committee, appeared before the Property Committee of the County Board of Commissioners, suggesting a route connecting Ann Arbor and Ypsilanti via Washtenaw Community College and asking that the County appropriate funds to plan and construct such a path.

At that time there was some question as to how to obtain funds. The diversion of gas tax funds for bike paths was controversial. Since then the 2¢ gas tax increase, with funds specifically earmarked for bicycle paths, has gone into effect. The County Road Commission has this money and can spend it if it chooses.

SUNDAY BREAKFAST RIDES CONTINUE

Rumors to the contrary, not all AABL members have been sleeping late on Sunday morning. A small but hardy group has been meeting every week at 7 AM for a ride and picnic breakfast. Come join us at the Farmers' Market next Sunday; there is little traffic at that time of day, and the pace is easy. Recent destinations have been Saline, Ypsilanti and Dexter. Whitmore Lake, anyone?

AA BIKE PATHS ON THE WAY

The Ann Arbor Bicycle Coordinating Committee is proposing that the first efforts toward construction of a bike path system be to upgrade the existing paths. This work would consist mostly of widening the existing narrow curb cuts and making new curb cuts where none now exist. There could be some marked bike lanes in streets if politically acceptable routes can be found. Because the bond issue money does not become available until mid-August, the laying of new asphalt, which requires prior engineering study, probably will not be done until next year.

The routes which the committee believes to be of first importance are the following:

1. Washtenaw, from Huron to Brockman
2. Huron Pkwy, from Washtenaw to Nixon Rd.
3. Seventh St., from Miller to Stadium
4. Miller, from Seventh to Maple Rd.
5. Fuller-Glen, from Huron to N. Campus
6. Packard, from Main to U.S. 23

A public hearing on these priorities should be scheduled as part of the July 24 Planning Commission meeting, 7:30 in City Hall. Over the course of the winter, the Coordinating Committee hopes to develop a much longer list of desirable routes and get the engineering studies for these routes under way. Basically, the routes will probably follow the lines indicated on the maps distributed prior to the April 2 election. However, the exact location and type of construction can greatly affect the utility of the paths. The Bicycle Coordinating Committee would welcome your ideas, whether at the July 24 hearing, by mail to the Committee, or in person at any meeting of the Committee. The next meeting will be August 2 at 4:00 PM in City Hall, and future meetings should be listed on the City Hall schedule.

Carol Chaney has been appointed by the mayor to replace Pat McCauley on the Bicycle Coordinating Council.

- () Enclosed is \$1; please send the AABL newsletter for one year.
- () I would like to know more about the activities of the Ann Arbor Bicycle League;
please call. My phone number is _____
- () My address on the mailing label is correct.
- () Please change the address on the mailing label as indicated.
- () Other comments:

BIKE-A-THON RETURNS STILL COMING IN

Money for the May 6 Bike-a-thon, co-sponsored by AABL and the Ecology Center, has come in very slowly since the start. Although we had expected to realize more return this year, the \$5000 which has been collected is less than we made in 1972. Joyce Bader of the Ecology Center says that there are still over 90 riders who have not brought in their sponsor money, a sum of almost \$1000. The Center desperately needs this money for daily operational expenses, since much of the money normally contributed for such expenses has been earmarked for the Main-Huron Park. AABL's share of the proceeds was \$500, enough to pay our outstanding debts from the April bike path bonding drive and to publish some newsletters. To those who participated in the Bike-a-thon by riding or sponsoring we say a hearty thanks. If you rode or sponsored and have not yet turned in your contribution, please do so as soon as possible. The need for any contribution is great.

AILING LIST TO BE UPDATED

Please look at the mailing label on this newsletter. If there is a red code letter in the corner, the following message applies to you:

S: If the letter S appears on your mailing label, you are on our records as a sustaining member who has not contributed within the last year. We have appreciated your past support very much and hope you are still interested in our efforts to promote better bicycling. However, we can't afford to continue sending the newsletter unless our members send us at least a dollar a year for postage and printing. We used up all our reserve for promotional materials in the recent bond issue campaign. (Please forgive us if you have contributed recently; our bookkeeping system is not the best.)

N: If the letter N appears on your mailing label, it means that you have expressed no interest in receiving our newsletter, a friend asked that your name be put on our list. However, because of our tight budget, we must cut down on the number of free copies we send out, and so we would appreciate receiving a contribution from you if you are still interested in receiving the newsletter. Thank you!

THANKS, HOWARD!

Ann Arbor bicyclists have benefited from the friendship and hard work of Howard Russell, who has been chief engineer for the Public Works Department. Howard was one of the first city officials AABL went to see when we first began pressing for improved bicycling facilities in 1970, and he has been most receptive and willing to do everything he could to expedite the program that was developed. He was appointed by the mayor to serve on the Bicycle Coordinating Committee and has been a key member of that group. Now he has left the city job to work for the County Road Commission, and we wish him every success in his new position. Thanks for all your help, Howard!

WISCONSIN BIKE TRAILS

Wisconsin is encouraging bicycle tourism with a statewide bicycle route about 300 miles long, plus a number of shorter local routes. These are mostly on lesser-traveled paved roads. A recent ride over portions of the statewide route indicates that a map of the route is a necessity, since the only indication of the bike route are signs at the points where the route turns; unfortunately, even these signs are sometimes missing.

One segment of the statewide route which gets heavy usage, despite a remote location near the western edge of the state, is a 30 mile stretch, the Elroy-Sparta Trail, which occupies an abandoned railroad bed and is reserved exclusively for hikers and bicyclists. The surface of this trail is hard-packed dirt, and is mostly quite smooth and rideable, though a bit dusty. At three points the trail passes through tunnels, the longest being almost 3/4 of a mile in length.

Riders of this trail may bring their own bikes, or may rent them locally. The bicycle rental business along the Elroy-Sparta Trail very much resembles the canoe rental business on Michigan Rivers, complete with pickup facilities for those who do not wish to make a round trip. All times and areas of bikes and riders are seen on this trail. A second railroad bed trail, 23 miles long, is now being built by the Wisconsin DNR south of Madison, from New Glarus to Friesland. This trail should be ready for bikes either this fall or next spring.

The Ann Arbor Public Library has prepared a list of all books about bicycling which are currently in the library. Copies of the list are in a rack by the front door. We are glad to see that the library is building up its collection of bicycling materials (except for a shortage of magazines).

SENATOR BURSLEY ENDORSES MACKINAC RIDE

A recent press release from Senator Bursley's office announces his support for the DALMAC'73 (Dick Allen Lansing to Mackinaw Bicycle Tour). Senator Bursley points out that events such as this help bring favorable attention to bicycling, and helps legislators promote needed legislation for safe bicycling.

DALMAC'73 will leave Lansing on Thursday, August 30, and ride 285 miles in four days, ending with a ride across the big bridge. It is co-sponsored by the Tri-county Bicycle Association of Lansing and the Little Traverse Travelers Bicycle Club of Petosky. Honorary chairpersons are Mrs. Helen Milliken and Mrs. Jane Hart.

Further information and entry forms can be obtained by calling Jerry Rees, 663-1150. The ride will be limited to 500 persons, and the deadline for entering is July 30th.

STATE, FEDERAL FUNDS FOR BIKE PATHS

The State Highway Department has awarded the first contract for a bicycle path to be financed by the recent 2-cent gasoline tax increase. About 2 million dollars a year will be spent on biking and hiking trails from this fund. And on the national level, by the time this newsletter reaches you, a Senate-House committee may have reached agreement on a federal highway bill which will include -- over strong opposition of highway lobbyists -- \$120 million for bike paths. This may sound like a lot, but considering the years of total neglect, this is only a cautious beginning. Bicyclists still have a long fight to get their share of the transportation dollar.

A³ AYH OFF TO FAST START

The new Ann Arbor Area AYH group has gotten off to a good start this summer with a full schedule of activities. Starting in August, they will meet at the Farmers' Market every Tuesday night at 7 PM for a leisurely ride to Dexter-Huron Park. For further information about the group, write to Reuben Chapman, 840 Brookwood Place, Ann Arbor 48104.

A local store is advertising "Bike Bunnies", which are short fur jackets for bicycling. Now that's not the kind of Bike Bunnies we had in mind.....

BIKE RALLY TO TEST SKILL

On Sunday, August 12, the Sports Car Club of Ann Arbor will hold its first annual "Pedal-On-Regardless" bicycle rally. The idea is to conduct an international-type rally on some of the most enjoyable -- and challenging -- cycling paths right here in town. Each rider's fitness and his bicycle's capabilities will be tested on a number of "special stages": clearly-marked sections of the course which each cyclist tries to cover as rapidly as possible. The winner will be the rider with the lowest elapsed time over the six special stages of the rally. Navigational requirements will be limited to following simple route-instructions between stages.

Since all bicyclists and riders are not alike, there will be different classes for one- and three-speed bicycles, five- and ten-speed bicycles, riders in shape, and riders out of shape. Trophies are guaranteed for each winner in class.

Tentatively, registration will begin at 1 PM at Riverside Park (between the Broadway and Fuller bridges), a riders' meeting will be held at 2 PM, and the first bike will be out at 2:31 PM. There will be a \$1.00 entry fee. For further information, contact Paul Falon, rallymaster, 663-3584.

We'd like to see all the Ann Arbor Bike Leaguers come out and try our event. You don't want the A.Y.H. people to take all the marbles, do you? ---Paul Falon

NEEDED: RESEARCH ON BICYCLE THEFTS

Bicycle theft continues to be a growing problem. A recent newsletter from the Washington Area Bicyclist Association says that FBI figures show an increase of 57% from 1966 to 1971, and a 30% increase in 1971 alone. California police estimate that bicycles stolen there in 1971 were valued at over 22 million dollars; in the Washington metropolitan area 6,713 bicycles were stolen in 1972. The newsletter reports that in future issues they will give results on tests of various locking devices, and that they are pressuring apartment building managers to provide secure bike parking. The Washington group has been doing an outstanding job in this and other areas of concern to bicyclists; their program should be a model for others across the country.

Incidentally, when a thief acquires a bike, he must want to know more about biking activities; the Ann Arbor Public Library reports that all current and back issues of "Bicycling!" magazine have disappeared.

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 3 NUMBER 5

SEPTEMBER, 1973

A³ AYH CONTINUES ACTIVE SCHEDULE

Below is a partial listing of bicycling events planned by the Ann Arbor Area American Youth Hostel group. Further information about these and other activities can be obtained by calling Lois Jacobs, 761-1243.

Sept. 18, 25: Evening social rides; meet at Farmers Market at 6:30 PM.

Sept. 15: AYH, L.A.W. Century Ride; register 7 - 9 AM at 320 N. Main St.

Sept. 19: Mass Meeting, 8 PM, Michigan Union; come and learn about the AYH.

Sept. 21-23: Tour Southwestern Michigan, Cassopolis, Berrien Springs, Paw Paw. (Call Bonnie Dostal before Sept. 17, 662-6963.)

COUNTY ROAD COMMISSION RECEIPTS UP

Quarterly payments from the State Gas and Weight Tax to the county were up substantially this summer, reflecting the 2-cent increase in tax rate which went into effect last February. At the same time the tax went up, the Legislature authorized the use of gasoline taxes to pay for hiking, biking and horse-back riding trails. The Washtenaw County Road Commission has assured AABL representatives that it intends to spend the 1/2-percent of its funds, about \$20,000, which was recommended by the Legislature this year, to begin developing a system of trails.

BIKE LICENSES EXPIRE SEPTEMBER 30

Check the expiration date on your bike license; urge your cycling friends to have a current license on their bikes. Only about a third of Ann Arbor cyclists license their bikes, according to current estimates.

BREAKFAST RIDE SCHEDULE SET

Sunday morning rides will continue through October 21, although they will be starting later because of Daylight Saving Time. Please clip out and save the schedule, and join us if you can! We meet each week at the Farmers Market; the pace is leisurely and the company is good.

Sept. 16, 7:30 AM: short ride around town ending at Island Park. Bring breakfast.

Sept. 23, 7:30 AM: Milan. Bring breakfast.

Sept. 30, 7:30 AM: Manchester. Bring breakfast; lunch at Saline restaurant.

Oct. 7, 8:00 AM: Whitmore Lake, restaurant.

Oct. 14, 8:00 AM: Dexter, restaurant.

Oct. 21, 8:00 AM: Saline, restaurant.

AABL MEMBERSHIP MEETING

DATE: Sunday, September 16

TIME: 9:00 A.M.

PLACE: ISLAND PARK SHELTERHOUSE

PURPOSE: Set goals and plan program for the year; evaluate past activities; meet people, make friends, have fun.

QUESTION: If you can buy a hunting license in a hardware store, why can't you buy a bicycle license in a bicycle store?

ANSWER: AABL has been unable to find an answer to this one yet. Perhaps our new City Administrator or the new City Clerk (about to be hired) will be willing to take a look at this question.

ANN ARBOR BICYCLE LEAGUE

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OLD SAUK TRAIL TAKEN OVER BY CARS

For hundreds of years the Sauk Trail was used by Indian tribes as they traveled from Lake Michigan across the state to the Detroit River. Then in the 1820's the trail became an important route for settlers as they poured into the new territory. In 1825 Congress voted funds to cut a road through from Detroit to the Indiana line along the old trail. It was used by travelers of all kinds -- on foot, horseback and carriage -- long before the automobile took over and it became U.S. Highway 12.

Recently members of AABL planned an excursion from Hayes State Park in Irish Hills to Hidden Lake Gardens. This is a beautiful ride except for one stretch of 0.3 miles which must be traveled along U.S. 12. One of our families was forced to turn back at this point because their young son was understandably afraid to compete with the cars and trucks crowding the highway. This ribbon of concrete filled with steel monsters slices through one of the finest recreation areas in lower Michigan. By what right do motorists deny the use of this beautiful region to other people? Why are there no paths for hikers and bicyclists?

MAJOR ROAD CONSTRUCTION IN COUNTY

It has been just two years since members of AABL went before the County Board of Commissioners to ask that they begin to make provisions for non-motorized transportation in the county. Since that time the following major road reconstruction and widening projects have been started or completed:

Washtenaw: no sidewalks or bike paths
Packard: no sidewalks or bike paths
Carpenter: no sidewalks or bike paths
Hogback: no sidewalks or bike paths
Huron River Drive: no sidewalks or bike paths
Grove: no sidewalks or bike paths

Score: Motorists 6, pedestrians and bikes 0

DELAWARE TO BUILD BIKE PATHS

The State of Delaware has joined the growing list of states that are building or planning to build bike paths. At the urging of the Delaware Friends for Bicyecology, the governor has allotted \$35,000 for a feasibility study.

NO WORD ON MICHIGAN PLANS

Although the State Highway Department held public hearings last April on developing a state-wide network of trails, there has been no official word since as to how their plans are progressing. There is still some confusion about the wording of the bill passed by the Legislature; one clause seems to say that all new road construction must include provisions for biking and hiking trails, but an additional clause adds loopholes which may cause delays. Continued public pressure is needed to convince road officials that bike paths need to be built now.

BIKE PATHS DELAYED

Ann Arbor voters approved a bond issue for bike paths five months ago, so by now some paths ought to be available, right? Wrong! The process of getting the bonds approved and sold took until mid-August. Even the simplest construction, such as installing curb cuts, requires engineering studies and drawings, which cost money, and consequently could not begin until the money was actually available. The city's Public Works Department is now hard at work on plans for the first routes, which were described at the July 24th public hearing. Unfortunately, it is now late in the construction season, and indications are from other construction work that any work done this Fall would be prohibitively expensive. Therefore, it appears that we will have to wait until next Spring for any improvement in the bike path system. Meanwhile, the Bicycle Coordinating Committee hopes to complete hearings on the overall system this Winter, so that several brand new routes can be included in next summer's construction program.

COMMENTS WELCOME

The Ann Arbor Bicycle League welcomes your comments about items in this newsletter or other activities of the group. You may become a sustaining member by sending a dollar to the address below. The program of the League is carried on by a Steering Committee which is open to all. Current members of the committee are Tina Beyer, Carol Chaney, Mary Fulton, Dave Galbraith, Ann Hunt, Jerry Rees, Hal Smith and Suzy Weisman. Many others help with special projects. For further information call 663-1150.

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 3 NUMBER 6

NOVEMBER 1973

CLECKNER COMING TO TOWN

BIKE EXPERT TO VISIT ANN ARBOR

You are invited to meet with Robert M. Cleckner, national field director of the Bicycle Institute of America, on Wednesday, November 7th, at 7:30 PM at City Hall. Mr. Cleckner is a pioneer in developing bicycle facilities in cities and states across the country. He was instrumental in organizing the bikeway across the State of Wisconsin, which some of our members have enjoyed. He is an enthusiastic and knowledgeable proponent of bicycling, and we are privileged to have him come to town to share his expertise and good counsel.

Mr. Cleckner will speak in the Council Chambers on the second floor. Please save the date --- Wednesday, November 7th, 7:30. Plan to be there!

COUNCIL COMMITTEE TO STUDY BIKE ORDINANCE

A special committee composed of Councilpersons Jones, Wechsler and Fairbanks has been appointed to consider needed changes in the city's bicycle ordinance. One goal is to bring our ordinance in line with that of the State of Michigan. Some problems involve riding two abreast, lights, and parking. A public hearing will be held before final action, so watch the newspapers and communicate your ideas to AABL or to the above named persons.

A³ AYH TO CONTINUE BREAKFAST RIDES

The Sunday morning breakfast rides which AABL has led each summer are being continued under the leadership of the Ann Arbor Area American Youth Hostel group. You are invited to ride with them at 8 AM each Sunday in November, leaving from the Farmers' Market on Detroit Street. The destinations will be:

Nov. 4th, Milan
11th, Whitmore Lake
18th, Dexter
25th, Saline

Breakfast will be purchased in a restaurant. (Yes, there's a restaurant open on Sunday morning in Dexter.)

Ann Arbor Bicycle League
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WHICH LAWS SHOULD YOU BREAK?

A novel approach to law enforcement was revealed at a recent city council meeting. Council had asked the Traffic Department about 5-MPH speed limit increases on several streets recently, and the response was that motorists were driving faster than the speed limit, therefore it was decided to raise the limit. The spokesman is quoted as saying, "Motorists will generally disregard an unreasonable speed limit." This raises interesting possibilities. If you don't like a law, break it! It is interesting that there was apparently no public outcry when this new method of achieving law and order was reported. Yet we know that a comparable situation has always existed for bicyclists. Some laws which seem reasonable for cars just don't make sense when applied to bikes, so as a result, bicyclists are tempted to ignore these unreasonable laws just as motorists do. Does the obliging traffic department respond by changing the law? No, instead we are bombarded by letters from angry motorists saying we should obey the law. A lot depends on whose laws are being broken. From a bicyclist's point of view, a 4000-pound car going 5 MPH over the speed limit is a pretty lethal weapon, and it is not at all obvious that the solution is to raise the speed limit.

DID YOU KNOW.....that in 1873, J. Moore rode 14 1/2 miles in one hour on the first bicycle to be equipped with a gear so that the wheel rotated twice as fast as the pedals?that gear ratios are based on the diameter of the front wheel of the ordinary, or "penny-farthing" bicycle of the 1880's? That is, a gear ratio of 100 means that the bike will go as far per turn of the pedals as would a high-wheeler with a front wheel 100 inches in diameter..... that the average passenger miles per gallon of fuel is 21 for a jet plane, 32 for a car, 80 for cross-country trains, and 200 for suburban two-decker trains? Has anyone determined how many miles a bicyclist goes per ham sandwich?

PACKARD STREET PUZZLE

Traffic engineers and the Bicycle Coordinating Committee are puzzling over the question of where to put the bike path along Packard Street from downtown to Stadium Blvd. If you ride in this area and have ideas about the design of bike routes, send them to the committee in care of City Hall.

GRASS PLANTED ON BIKE PATHS

Is the Park Department experimenting with a new kind of bike path? AABL members were startled recently to find that the long-promised bike path along Geddes Pond has been covered with topsoil and seeded. When AABL representatives met with Superintendent George Owers two years ago, he showed us maps of the Geddes Pond area complete with a beautiful system of hiking and biking trails. Because of this, when we submitted our proposal for a bike path system for the city to be financed by a bond issue, we did not include money for a path along the river. Now Mr. Owers says that there is no money for paving the paths.

What has the Park Department done for bicyclists? We have beautiful baseball fields, tennis courts, golf courses, even a canoe livery, but what is there for bicyclists? Was this too much to ask for the Park Department to do for us? In a recent year almost a quarter of a million dollars had to be taken from the city general fund to make up for a deficit in operating the city golf courses. Think of the bike paths that would build!

BIKECENTENNIAL: 3000-MILE BIRTHDAY PARTY

An ambitious plan is taking shape for a celebration of the nation's 200th birthday in 1976. A route is being planned along secondary roads through scenic areas from the Atlantic to the Pacific for the nation's first transcontinental bike trail. Starting on May 16, 1976, each day groups will travel parts of the route, stopping for the night at special "bike-inns". If you would like to know more about this event, write to Bikecentennial.76, 317 Beverly Ave., Missoula, Montana 59801.

JACKSON AVENUE AT I-94 TO HAVE RAMPS

Thanks to the new law which went into effect last spring, all construction projects in the state which involve rebuilding curbs at intersections with sidewalks must include ramps for wheelchairs and bicycles. As a result the State Highway Department in the process of rebuilding the I-94 ramps at Jackson Avenue will be installing ramps at the sidewalks. This will make it safer for children riding bicycles to school from the Lakeview subdivision and other areas to the west along Jackson.

SESQUICENTENNIAL IDEAS NEEDED

Ann Arbor is planning a series of special events for the entire community to celebrate the city's 150th birthday next year.

The Bicycle League, along with other civic groups, is being asked to plan special events. Here is an opportunity for us to bring the advantages of bicycling as an integral part of the city's transportation system to everyone's attention. Would you be willing to help plan some kind of special bicycling event for the occasion? Let us know your ideas.

BIKES ON TRAINS? NOT YET!

Recent articles in bicycling magazines give the impression that it is easy and pleasant to take your bicycle with you on the train. This would be fine --- trains and bikes are natural allies --- but a recent exchange of letters with Amtrak confirms that Ann Arbor is not to be favored with this service for some time yet. The problem is that Amtrak insists that bikes must be checked into the baggage car by railroad personnel, and unfortunately the baggage cars are not opened at the Ann Arbor station. Amtrak says it is "impossible" to take bikes at stations where there is not checked baggage service. Do they know that this "impossible" service is provided routinely at every train station in England, where bikers wheel their machines to the baggage compartment and put them in with no trouble at all? We are told that some Ann Arbor bicyclists are carrying their bikes in passenger cars by first removing the wheels, possible if you have quick-release hubs, but.....perhaps Amtrak would like to hear your views on the subject. Their address is:
Consumer Service, National Railroad Passenger Corporation, 955 L'Enfant Plaza North, S.W., Washington, D.C. 20024.

DEEP BREATHING

It must be tough to get a breath of fresh air in New York City. New Yorker Magazine has a listing of events in the city, and one special section, after theaters, concerts, and sporting events, is called "deep breathing." It announces that the roads in Central Park are closed to auto traffic during special hours each day and on weekends so that bicyclists and joggers may enjoy the park.

WHERE CAN WE PARK?

Police Chief Krasny has reported to City Council that 150 tickets were issued for illegal parking of bicycles in September. Some confusion still remains as to what the city ordinance says about parking of bicycles on the sidewalk. It was clearly the intention of city council in March, 1971, to amend the ordinance so that it would be legal to park on the sidewalk providing only that one does not block the flow of pedestrian traffic or hinder access to parked cars. However, when an AABL representative contacted the Police Department about this, the officer quoted to him from the 1961 version of the ordinance. Is it possible that some of those 150 tickets were issued because the police department itself doesn't know what the ordinance says? Apparently the police intend to enforce their version of the law, regardless of what council's intentions were. In the meantime, are the city's 40,000 bikes supposed to park in the relatively few racks currently provided by the city and the University, or should we park in metered spaces and hope that our bikes don't get smashed by cars?

The bicycle ordinance for Madison, Wisconsin has a very simple provision for parking. It says, "Bikes parked on sidewalks must be in racks where provided. When no racks are provided, they must be next to buildings or at the curb, away from pedestrians. When parked in the street where vehicle parking is permitted, they must be against the curb."

BIKE TRAFFIC JAM ON HINES DRIVE

Local bicyclists were treated to a most pleasant event recently when the Wayne County Road Commission closed off a ten-mile stretch of Hines Drive, from Plymouth east towards Dearborn, to auto traffic. It was a real treat to enjoy the beautiful parkway without fear of being run down by a car. The only problem was that the event was so popular that swarms of bikes filled the road. We hope that the success of this experimental day for bikes will encourage the Road Commission to do it again soon. And wouldn't it be great if occasionally the cars could be removed or at least thinned out a little on Huron River Drive on a warm Sunday afternoon? How about it, Washtenaw County Road Commission?

AABL MEMBERS AID IN BIKEWAY PLANNING

David Sahn, member of AABL, has been asked to prepare a proposal for a system of bike paths in Norton Shores, near Muskegon. Requests for information have been coming in steadily to our organization from cities all over the country. Hal Smith's "Bike Path Study", available for \$3 at the City Clerk's office, has had to be reprinted several times and continues to sell. (That's not a commercial; no one makes a profit on it.) We wish we could say that this means bike facilities are being developed rapidly across the country, but the fact is that much of this is still in the talking stage. A lot of educating of planners, engineers and officials still has to be done.

WHAT YOU SHOULD KNOW ABOUT BICYCLING

An attractive pamphlet with the above title has been published by the Michigan Department of State. It contains recommendations of the Cycle Safety Conference called by the governor earlier this year. Thanks to the efforts of Joe Williams, AYH safety director and tireless worker for bike safety, the booklet contains information about the rights of cyclists which should be made known to motorists as well. Unfortunately, although a generous supply has been printed and is free for the asking, distribution is going rather slowly. The Ann Arbor City Clerk, for example, should have them on the counter to give to people who buy bike licenses. Why aren't they there? You can get as many copies as you want by writing to the Office of Public Information, Michigan Dept of State, Treasury Building, Lansing 48918.

You can help support the activities of the Ann Arbor Bicycle League by becoming a sustaining member; send \$1.00 to the address on page one. Policies are determined by a Steering Committee which meets about once a month on Sunday afternoon; let us know if you would like to be notified of meetings, or watch the conservation page in Sunday's Ann Arbor News. Written contributions for this newsletter are welcome.

HAZARDOUS SEWER GRATES MUST GO

A new design for sewer grates being installed in Ann Arbor streets means another unnecessary hazard for cyclists. The space between bars is wide enough to trap bike wheels and throw the rider; at least one death has been reported from another city resulting from these gratings. Ralph Nader's Center for Auto Safety has urged that the gratings be redesigned. A spokesman from the city Public Works Department says that no other design is available for purchase at this time. However he thought perhaps the dangerous gratings could be put on side streets where a cyclist could dodge it without being forced into heavy traffic. Will someone have to be injured or killed before the city acts on this?

AABL has been assured that State Representative James Damman and Senator David Plawecki will introduce bills to outlaw the hazardous gratings, and Ann Arbor's Representative Perry Bullard has promised his support. But why do engineers have to be told by the legislature that such an obvious goof has to be corrected? You guessed it---engineers drive cars!

STATE PLAN NEEDS PUSH

The State Highway Department still has not issued its report on the hearings it held last spring which were supposed to lead to a plan for developing a network of hiking and biking trails. The money is available from the gas tax, but where are the trails? If you would like to express your concern over the delay, you can write to the director, Mr. John P. Woodford, Department of State Highways, P.O. Drawer K, Lansing Michigan 48904.

COMPUTERIZED TRAFFIC LIGHTS -- NOT FOR BIKES

The city recently signed a contract for a \$400,000 computerized traffic light system. This will be just fine to speed cars on their way, but unfortunately, the sensors in the pavement will not respond to bicycles. How long should a bicycle wait at a red light before he finally realizes that it was not meant for him? Will he get a ticket for going through the red light?

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 4 NUMBER 1

JANUARY, 1974

SPRING COMING! BIKE-A-THON TOO

Once again the Ecology Center and AABL are planning an early May Bike-a-thon to raise funds for the operation of the Center and for AABL's newsletter and projects. Last year we found that we had too few people to help with the organization of the Bike-a-thon, and we hope to remedy that situation this year by asking now for volunteers. If you would like to help by mapping out the route, organizing checkers, creating publicity, making and distributing route signs and the like, call Ann Hunt at 761-1147 or Tom Blessing at the Ecology Center, 761-3186. Some assignments can be completed in February and March, so if you have time now but not later, please call. There will be an organization meeting on Tuesday, January 29, at 8 PM at the Ecology Center, 417 Detroit St. Hope to see you there!

COUNTY BIKE ROUTES PLANNED

As this newsletter was being printed, the Ann Arbor-Ypsilanti Urban Area Area Transportation Study Committee was scheduled to meet; the Board of Commissioners has given this group the responsibility to prepare an overall plan for bicycling facilities for the county. We hope in our next issue to be able to report substantial progress toward a system of bikeways, with promise of help from the Road Commission and a good chance for matching funds from State and Federal sources.

We are pleased to report that Cecil Ursprung has been appointed as a full-time staff person to assist this committee.

YPSILANTI BIKEWAY MEETING SET

Strong concern has been expressed by a number of Ypsilanti residents for the safety of bicyclists as they compete with automobiles in the city streets. As a result, a group of community leaders has been invited to a meeting in the home of John and Eva-Deane Elwell, 207 Elm Street in Ypsilanti. The meeting will be held at 8:00 P.M. on Wednesday, January 23rd. Several members of City Council as well as other city officials have indicated that they will attend. It is hoped that out of this meeting will come a continuing group which will coordinate efforts to improve conditions for Ypsilanti bicyclists. Guests from the Ann Arbor Bicycle League will be present to tell about progress in developing a system of bike paths in their city.

This newsletter is being sent to a number of Ypsilanti citizens whom we hope will want to attend the meeting at the Elwells'. Please come and tell your bicycling friends to come along. You can find out more about the meeting by telephoning the Elwells at HU3-0928.

Ann Arbor Bicycle League
Ecology Center
417 Detroit Street
Ann Arbor, Michigan 48104

CYCLING IN TEXAS WITH MARY AND JERRY

Jerome and Mary Fulton joined the International Bicycle Touring Society's tour of the Texas Hills last fall for a week's pedalling through fields of cattle and cactus. The area provides good biking on paved roads that retain a good blacktop surface since they are little trafficked and the freeze-thaw cycle of cold winters does not destroy them. The Fultons knew they were in Texas when they saw bob cats and armadillos along the road or biked over cattle guards and through herds on ranch roads. The road side injunction to "Drive friendly" was widely followed as drivers gave the 40 members of the group generous passage and comradely waves.

The Fultons overall had a great time traveling from restaurant to motel to restaurant, but they discovered dangers and trials of bike tripping that might be of interest and help to other tourers:

Day 1 witnessed minor accidents. Jerry's rear wheel was rubbing, and he stopped several times to adjust it. In his hurry to make up time, he did not slow enough for an angled railroad crossing and fell. Then speeding along, he swerved to avoid a chuck hole, skidded in the mud and left a four-inch oval of skin on the road to New Braunfels. Traversing the hilly section of road that preceded the lunch stop, Jerry slowed and veered left; Mary braked, but not enough; his rear wheel and her front wheel collided. (They still argue who's to blame.) A huge spider crawling up his down-tube had caused two broken spokes and a bent wheel apiece. The crippled bikes both made the final leg of the trip into San Marcos without incident.

The morning of Day 2 was spent in the Pandemonium Bicycle Shop which opened early to accommodate several I.B.T.S. members. After fixing the Fultons' wheels, Bill, the repairman, offered to drive out with a new wheel if there was further trouble. That day they pedalled the short route (25 miles) to Blanco.

Day 3 offered fog and rain; Mary, Jerry and several others bought picnic supplies and ate lunch at a laundromat while they dried as much of their clothes as they could decently remove.

Day 4 was the day of flat tires: the first 12 miles were beautiful, the roads rolling. Then Jerry had a flat; he quickly changed to a new tube while Mary checked the tire for

a nail or glass. The tire pump did not seem to work; as other bikers came by they loaned their pumps. When the two last bikers came by (an engineer from New Jersey and an ophthalmologist from Lansing), they discovered two spokes projecting from the wheel repaired in San Marcos. Evidently the need to get the tour

on the road speedily had caused Bill to neglect to file off the spoke tips. No one had thought to check his work. The two women biked off promising to send back the sag wagon; the Fultons walked. Just about the time they were due as guests at a private turkey ranch, the sag wagon appeared and carted Mary, Jerry and bikes to lunch. As lunch was ending, Chris brought the news that Jerry's front tube had exploded. Having gone through two new tubes and two tire repair kits too old to give a good tire repair, Jerry again hoisted his bike into the sag wagon and Mary pedalled into Fredricksburg buying new tubes, tire repair kits and a file on her way to the motel.

Days 5, 6 and 7 were uneventful except that Mary's front tire lost air over night. Following Capt. Dan Henry's advice, she pumped it up each morning and succeeded in finishing the trip without changing the tire. On Day 7 a kind driver loaded five cyclists and their bikes into his pickup and carried them through a five mile stretch of road construction.

The Fultons had aggravating, frustrating mechanical problems, but minor scrapes and bruises. One man was injured in a dog accident: the biker ahead of him was chased by a German shepherd; when the dog gave up the chase, it stopped in the middle of the road to be hit by the second cyclist who pulled a muscle and rode the sag wagon for two days. The group was warned about riding through water hazards (sections of road continuously under water where very slippery alga grow). One biker intended to walk all such hazards, but when the riders ahead of her made it safely through on bikes, she tried it. She ended with a black eye, five stitches, headache and a short period of double vision.

Touring by bicycle is a great way to travel. The Fultons' experience proves, however, that hazards do exist for the cyclist. We might all take care to check our equipment, take along tools and replacement parts, and have some knowledge of first aid before day trips or longer ones.

ADVISORY BOARD FOR STATE TRAIL SYSTEM

The Director of the Michigan Department of Highways and Transportation, Mr. John Woodford, has appointed a Nonmotorized Advisory Board of five citizens who will assist the Department in developing a state-wide system of biking, hiking and equestrian trails. Four of the members are active in bicycling organizations across the state, and one is representing the horse-back riders. One of those appointed is Jerry Rees, member of AABL's Steering Committee; Jerry will be able to report back to area cyclists on how plans are progressing, and is anxious to relay your ideas and concerns to the Department. The Board has had its first meeting and will meet again in Lansing on January 30th. You can call Jerry at 663-1150 for information or to offer suggestions. One of the Department's plans which will be welcomed by those planning tours is a set of special maps which show which roads are heavily traveled and probably hazardous for bicycles, and those which are paved but lightly traveled. It is proposed that these maps, one for each county, be made available free of charge by writing to the Department. Watch this newsletter for more information.

DOES BRIARWOOD WANT BICYCLISTS?

Anyone constructing or reconstructing a public sidewalk is required by Ann Arbor regulations and by Michigan law to include multipurpose ramps for access. But this rule does not necessarily apply to walks on private property such as shopping centers and apartment complexes; in one case, at least, Ann Arbor has made no effort to persuade the developer to put in the ramps. A tour of Briarwood shows very little thought given to bicyclists. There are no bike paths, and, according to the manager, Mr. Gerry Miller, no plans for any. Furthermore, the sidewalks which go through the parking lot from the outer circumferential drive to the inner drive have no curb cuts. We expressed to Mr. Miller our belief that bicyclists should be able to reach the bike racks which are located at the inner ends of these walks, without having to mix with the quite heavy auto traffic. This would require, as the very minimum, sidewalk bikeways from the entrance to Briarwood on State and Waters Roads to a point opposite the nearest sidewalk which crosses the parking lot, plus a curb ramp for the outer end of that sidewalk.

BIKE PATHS COMING SOON

The city hopes to have its bicycle path plans in shape to request bids from contractors this Spring on possibly \$300,000 in construction. This total will include the initial set of routes (Huron Parkway, Washtenaw, Seventh, Miller and Packard) approved last Fall, plus a second set which have not yet completed the hearing process. There is currently considerable optimism that the \$800,000 bike path bond money may be appreciably augmented by federal funds from the Department of Transportation. Ann Arbor is in a favored position to receive such funds because, as a result of our favorable vote last April on the bond issue, we are able to prove that Ann Arbor citizens do strongly support bicycle path construction.

- - - - And now for the bad news:

AABL does not qualify for low postage rates and so must pay 8 cents to mail each newsletter, due to go even higher in March. AABL members have responded generously to previous appeals for funds, but we are about to go broke again. If there is a return envelope stapled in with your newsletter, it means that you are on our list as a former contributor who has not sent us any money for several months and might feel inclined to send another dollar or two. Remember that your money also helps to send free copies of the newsletter to over a hundred community leaders and others who need to be kept informed about the needs and concerns of bicyclists in the area. (We get feedback indicating that our message is being read and that it does have an influence on the deliberations of public bodies.) Please help us continue to provide a voice for you in the Ann Arbor area.

BIKE PATHS FOR VERMONT

The Vermont State Legislature is debating a bill which would make Highway Department funds available for constructing bike paths. Following the lead of other States such as Oregon and Michigan, environmentalists are urging legislators to recognize the bicycle as a legitimate means of transportation. Traditionally reluctant to divert any funds from roadbuilding, highway officials are asking that the legislation be made permissive rather than compulsory. Proponents of the legislation point out that federal funds up to two million dollars per year are available on a matching basis if the legislators act.

RIVER PARK PATHS TO START THIS SUMMER

The January meeting of the Bicycle Path Coordinating Committee received a report on the plans for bicycle and pedestrian paths in Ann Arbor's Huron River parks. Along Geddes Pond from Dixboro Road west to the Arboretum, "Phase I" work is essentially complete. This work included the laying of base materials for paths extending virtually the full length of this stretch of park. "Phase II" will be funded by a recently approved grant from the U.S. Bureau of Outdoor Recreation. Construction bids should be put out in early Spring, allowing this work to be completed by next Fall. This phase, unfortunately, provides for paving only a portion of the path. It will consist, as currently scheduled, will consist of a loop from the old Geddes bridge east to the Gallup Park picnic area, across the river, and back to the bridge on the other side of the river. The remainder of the proposed paths, which parallel the Penn Central tracks east to the Dixboro Road dam and west to a point near the Arboretum, should be passable this year, at least when not wet, although unpaved. Two members of the B.C.C. suggested, apparently without much success, that it might be a better use of limited funds to pave from the bridge to the dam rather than looping back, thus providing a useful transportation link as well as a recreational facility.

The portion of the river between Broadway and the Argo dam (near the canoe livery) is due to be improved under a grant from F.U.D. This work, which should be under contract by July, will provide some path improvement and better access for pedestrians and bicycles. Access points for this park will be just downriver from the canoe livery and from near the corner of Broadway and Pontiac Trail. It appears that the amount of trail there will be too short to be of great interest to most bicyclists, although it should be desirable as a destination for in-city bike trips. Eventually, however, the trails will stretch continuously from Dixboro Road to Barton Pond, providing a magnificent ride along the river.

AUTHORS WANTED

Articles for this newsletter were contributed by Mary Fulton, Dave Galbraith and Jerry Rees. We would very much appreciate short articles from other members; the next issue will probably come out in mid-March. Especially needed are "consumer reports" on items of interest to commuter bicyclists -- locks, cartop carriers, wet-weather gear, etc, as well as reports on tours taken which might help readers plan similar trips for next summer. We should also emphasize that although planning is going ahead rapidly for bike path construction, it is not too late for input from cyclists on needed routes. These can be sent either to AABL or to members of the Coordinating Committee at City Hall.

MORE ON COMPUTERIZED TRAFFIC LIGHTS

A further note on the computerized traffic control system being installed in the city: Mr. John Robbins, head of the Department of Traffic Engineering and Transportation, points out that at most intersections, the fact that the sensors buried in the pavement do not respond to bicycles will not create a problem because they serve only to adjust the length of the red-green cycle on each street. The real problem is at a small number of intersections such as Stadium and Main and Stadium and Huron Parkway, where at times of low traffic, the light simply turns red for both directions and waits till a car comes to trip the sensor and turn the light green. Mr. Robbins says that the only solution presently available is for bicyclists to dismount and push the pedestrian button. At Stadium and Main, where there is no such button, the cyclist must simply walk across on the red light. At the present time, no manufacturer makes a sensor that will work for bikes; even motorcycles give them trouble. Mr. Robbins notes that this kind of problem is getting increasing attention at national meetings of traffic engineers, and hopes that a solution can be worked out before too long. One possible method would be a special button on a post near the curb which the cyclist could push as he goes by. (This is the approach in Holland, where there are large numbers of special traffic lights designed especially for bicyclists.)

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 4 NUMBER 2

APRIL 1974

WHY NOT A PARK COMMISSION?

Feeling is growing that the Parks and Recreation Department is less responsive to citizen input than it should be. This latest in a series of decisions which we should be asking questions about is reported by Doug Fulton in the March 31 Ann Arbor News. According to Doug, the final report of the landscape architects' firm hired to design park facilities for the Bird Hills-Barton Pond area includes ample provisions for autos, including a \$200,000 bridge and parking lots, but not a single bike path. This follows on the heels of a design for Geddes Pond area which is generous with parking lots and service drives, but fails to provide funds for the long-promised bike path along the river.

It is strange that other areas of city government are guided by citizen commissions, but that the Park Department goes its way with very little citizen involvement. There is a Market Commission to run the Farmer's Market,

Planning Commission, (how much time do they spend helping plan parks?) a Transportation Commission to run the bus system, a Housing Commission to supervise public housing, a Human Relations Commission, but no Park Commission. Some obvious questions arise:

Would we have been saved the "Save Bird Hills" debacle if there had been a citizens' commission holding regular public meetings?

Would it have been possible for other city departments to borrow almost a million dollars of park funds, interest-free, without public notice if there had been a park commission holding public meetings?

Would it have been possible for the Parks Department to overspend a quarter-million dollars in one year on golf course operation without public protest if there had been a

HEARING SET FOR COUNTY BIKE PATHS

The Washtenaw County Board of Commissioners has set a hearing for Wednesday, May 8, at 7:30 p.m. in Courtroom 2, County Service Center, Washtenaw at Hogback Road, for the purpose of discussing proposed bike paths for the county. In particular, a path from the city limits of Ypsilanti along Packard to join the already-planned path on Packard in Ann Arbor is being considered by the Road Commission. This is consistent with AABL's recommendation that top priority be given by the county to a route between Ann Arbor and Ypsilanti to serve commuters.

We are pleased that the Board of Commissioners and the Road Commission are taking this first step to provide for the needs of the county's many commuting cyclists, and hope that there will be a good turnout to show support and offer suggestions at the hearing.

SAVE MAY 19 FOR BIKE - A - THON

A major cycling event next month will be the annual Bike - a - thon sponsored by the Ann Arbor Ecology Center and the Bicycle League. This is both a fun thing and an extremely important fund-raising project for both organizations. Future programs will be aided greatly by a good turnout. We will need help with publicity, people to staff the checking stations along the route, and especially people to ride and collect money for riding. If you can help, call Tom Blessing at the Ecology Center or Ann Hunt at 761-1147.

citizens' commission holding public meetings? Obviously the Department operates more "smoothly" without such citizen interference, but is that necessarily best for the city?

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

ADDRESS CORRECTION REQUESTED

FIRST CLASS MAIL

APRIL SESQUICENTENNIAL JOURNAL ON BIKING

Several stories in the current issue of the Ann Arbor Sesquicentennial Journal, distributed with the Ann Arbor News on March 30, tell the story of biking in the area, both past and present. Some of the writing was done by AABL members at the request of the editors of the journal. Apparently we got carried away by our enthusiasm for the subject and made the stories too long; at any rate, we want you to know that the choppy style and disconnected sentences were the result of a merciless blue pencil at the Journal office, not intended by the authors.

NEW ROLE FOR HIGHWAY DEPARTMENT

The Official Transportation Map, just issued by the Michigan Department of State Highways and Transportation, points up the new role which has been assigned to the former Highway Department. The new map sports pictures of a train, an airplane, a boat and an Ann Arbor Dial-a-ride bus. The legend inside the folded map describes the change: "...in addition to highways, and under its new charge from the Governor and Legislature, the Department is developing a system of TOTAL TRANSPORTATION. This involves airways and airports, waterways and waterports, railways and urban mass transit....and even non-motorized transportation, including the resurgent bicycle."

A task force in the Department chaired by Mr. Carl Jaeger is working hard to develop guidelines for construction of bike paths and horse trails; a planning manual should be out by the end of May, and will be sent to all county road commissions for their guidance. Criteria have been developed for evaluating proposals for projects to be funded by the half-percent of highway money authorized by the Legislature last year. Several short stretches of bike path, mostly paved shoulders on state trunklines, are on the drawing boards for completion this year. If you would like more information about the projects being planned, please call Jerry Rees, a member of AABL's Steering Committee, who also is on the Department's Non-motorized Transportation Advisory Board. The meetings of this board are open to the public and are held on the first Monday of each month. Jerry's phone number is 663-1150.

RIGHT LANE
MUST
TURN RIGHT

What do you do when you are on a bike wanting to go straight ahead and see this sign? Stay in the right lane and get clobbered by right-turning cars, or move to the next lane and get clobbered by cars going straight? Existing laws are contradictory and official differ in their interpretations. Next time someone criticizes bicyclists for not obeying the law, ask them --- Which law?

BIKE BILLS PENDING IN LEGISLATURE

Several bills now under consideration by the Committee on Public Safety of the Michigan House of Representatives are of concern to bicyclists. One of them, HB 5322, would require among other things, that bicyclists must yield right-of-way to motor vehicles, and that bicycles must be ridden on bicycle paths if usable ones are available. Most experienced cyclists feel that this is a bad and unworkable law; if you feel this way, check with your State Representative as to his position and keep informed about its status in the legislative machinery.

The other bill causing some concern is HB 5530 which requires that bicycles operated on highways have a flag with an area of at least 44 square inches on a staff at least 60 inches long be attached to the frame. Apparently neither bill is in immediate danger of being reported out of committee, but they certainly bear watching.

MORE BIKE DEALERS IN TOWN

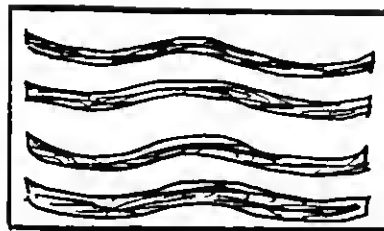
A measure of the growing importance of bicycle transportation in Ann Arbor is the steady increase in number of dealers. The current phone book yellow pages list seven dealers in town, and two more have announced their opening since that book went to press. They are Ike's Bikes, Stadium at Washtenaw, (entrance in rear of Caldwell-Reinhart Realty) and also Stadium Bike, Inc, at 2306 West Stadium. AABL has enjoyed good relations with local bike dealers, and we especially appreciate their willingness to display and sell our green bicycle buttons.

The thought occurs to us that with this number of dealers, perhaps it is time to think about a dealers' association which can help promote projects such as bicycle safety education. (For example, the local automobile dealers make cars available for the high school driver training program.)

AYH ANNOUNCES BIKE RIDE SCHEDULE

The Ann Arbor Area chapter of the American Youth Hostel (young in spirit, all ages included) has announced an ambitious ride schedule for the summer. Listed below are the date and time of each ride, followed by the meeting place and a letter which indicates the approximate speed of the ride: A = 15 to 18 MPH; B = 12 - 15 MPH; C = 10 - 12 MPH; D = 8 - 10 MPH for families and beginners. All are welcome.

- April 13 Saturday 7:30 a.m. @ Gandy Dancer. Breakfast ride to a restaurant (less expensive than Gandy Dancer). 20 miles.
- April 14 Sunday (Easter) 9 a.m. B. Mr. Flood's Party (Liberty and Ashley). 50 - 60 miles. Bike from Jerusalem to Hell for Easter. Greg Neff, 763-6958.
- April 20 Saturday 7:30 a.m. Breakfast ride.
- April 21 Sunday 9 a.m. Delhi Park (bridge at Huron River Drive) A- 40 miles Ride to Waterloo. Tom Yocum, 426-8370
- April 23 Tuesday 7 p.m. Farmers' Market D Casual ride, 8 miles. Reuben Chapman, 761-2274.
- April 27 Saturday 7:30 a.m. Breakfast ride Stop at Ecology Center Spring Festival., North Campus Organic Garden. C
- April 28 Sunday Qualifying ride. 50 in 5
- April 30 Tuesday 7 p.m. Farmers' Market Casual ride, 10 miles, D. Dave Galbraith, 971-5448
- May 4 Saturday 7:30 a.m. Breakfast ride C
- May 5 Sunday Detroit AYH-Mich. Heart Assoc. Cycle-a-thon, at your own pace.
- May 7 Tuesday 7 p.m. Farmers' Market D
- May 11, 12 Tour of the Scioto River Valley Columbus to Portsmouth, Ohio.
- May 14 Tuesday 7 p.m. Farmers' market D
- May 18 Saturday 7:30 a.m. Breakfast ride
- May 19 Sunday 12 noon to 5 p.m. Ecology Center Bike-a-thon. At your own pace.
- May 25 Saturday 7:30 a.m. Breakfast ride
- May 25, 26 Saturday-Sunday Overnight 40 miles each day to a park southwest of Ann Arbor. C, camping gear. Greg Neff, Richard Atwater 971-4050
- May 28 Tuesday 7 p.m. Farmers' Market. D



WARNING: EXPERIENCED CYCLISTS HAVE DETERMINED THAT SINUSOIDAL SEWER GRATES MAY BE INJURIOUS TO YOUR HEALTH!

You won't find signs like this posted in Ann Arbor's streets, but you should. The sewer grates installed in many of the newer streets have openings wide enough to allow a 27" tire to slip through. The law requires you to ride as close to the right-hand side of the street as possible, and that's where these death traps are. There is no word yet as to how soon these will be replaced.

4-H CHANGES FROM COWS TO BIKES

(A new note from member Duncan Sanford, County Extension 4-H Youth Agent)

Almost every kid has a bike, and very few have a cow. Therefore, 4-H is putting added emphasis this spring on the bike as a vehicle to youth development.

As all bike enthusiasts know, bicycling has tremendous potential for positive personal development, exercise, fresh air, conservation of energy, anti-pollution, socializing, repair and maintenance, etc. etc.

4-H would like to establish fifty 4-H youth bicycle clubs in Washtenaw County this spring and summer. Your help is needed to accomplish this goal. Can you spend 1 1/2 to 2 hours per week with a group of 10 to 12 kids, helping them to learn about biking through "action learning" activities? 4-H has basic guide materials which can be supplemented with your resources.

For further information contact Duncan at 663-7511, extension 227.

HINEE DRIVE CLOSED TO CARS ONE SUNDAY A MONTH

The Wayne County Road Commission has agreed to close Hinee Drive on the first Sunday of each month to auto traffic, starting on April 7th. This is a beautiful stretch of parkway and makes an extremely pleasant afternoon's ride for area bicyclists. You can enter at a point just east of Plymouth and ride nearly to Dearborn.

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 4 NUMBER 3

JUNE 1974

High Wheel Weekend

HURON RIVER DRIVE FOR BIKES

The County Road Commission has announced an experimental program to make the popular recreational route, Huron River Drive from Ann Arbor to Dexter, safer for cyclists. On specified days, the first to be Saturday, June 22, the road will be posted with special signs limiting speed to 25 MPH and warning motorists of the presence of cyclists. Special sheriff's road patrol units will also be on hand to enforce the reduced speed limit. The speed limit will be in effect from 10 AM till 8 PM.

The Ann Arbor Bicycle League has been asked to help publicize this experiment and help make it a success. We welcome your response to the project, and will report on its results in future issues of the newsletter.

In the expectation that many cyclists may want to bring their bikes by auto from other parts of southeastern Michigan to take advantage of the scenic ride along the Huron on these special days, the Road Commission has arranged to make the parking lot at Foreythe School available as a meeting point and information center. The school is located on Newport Road north of Miller Avenue. From there cyclists can go north on Newport, east on Bird Road to Huron River Drive and then out as far toward Dexter as they wish. It is anticipated that large numbers of people will want to time their arrival so that they can meet the Wheelmen as they ride into town from Dexter at 11 AM. The Road Commission is to be commended for taking constructive action to alleviate the serious safety problems created by the mix of bikes and cars on the winding river drive.

Get ready for High Wheel Weekend! The dates are June 22 and 23, and the occasion is Ann Arbor's 150th birthday celebration. To honor the event, the Wheelmen are coming and you are invited to join them.

The Wheelmen are a nationwide, nonprofit group of cyclists who carry on the tradition of the old high-wheel bikes, called the "ordinary" or penny-farthing bicycle, popular in the 1870's to 1890's.

The bigger the wheel, the faster you go, and the only practical limit to the size of the wheel is the length of the rider's leg. But there was a trick to riding these steeds, and you will enjoy the exhibition of riding skill to be offered by the Wheelmen when they come to town.



Saturday, June 22, is the day the Wheelmen come to town. The day will start with the group assembling in Dexter, our neighbor town which is also celebrating its 150th birthday. The group will leave Dexter at 11 AM, riding out Huron River Drive to the Dexter-Huron Metropark. A number of Ann Arbor bicyclists will ride out to the park or to Dexter to meet the high-wheelers, and you are invited to come along. From the park, the group will continue along the

(continued on next page)

Ann Arbor Bicycle League
Ecology Center
417 Detroit Street
Ann Arbor, Michigan 48104

river route to Delhi Park, and then on in to Main Street in Ann Arbor, where they will make a grand entry at about 1 PM.

Main Street will be closed to auto traffic from Liberty to William, and also the city parking lot at William and Main will be closed for the day. Lunch will be available for riders and spectators. Demonstrations of riding skill will be held and there will be a general fun time for everyone.

The celebration will continue on Sunday morning, with races and a Gay Nineties fashion show at Pioneer High School, starting at 11 AM. All events are open to the public without charge. Everyone come!

HIGHWAY COMMISSION APPROVES PATHS

Ten projects have been approved by the State Highway Commission for planning and design, with construction to take place this year and next. The largest and most ambitious is an eight-foot path to parallel Interstate 275 almost all the way from near Monroe on the south to Holly in the north. This will be a first for Michigan and perhaps the nation, although bike paths are routinely included with freeway construction in Holland. A number of engineering and legal problems are being attacked to make this bike path possible, and it represents a major advance in thinking by our transportation policy makers.

Other projects approved include a path from Kalamazoo to Battle Creek which will form part of what is hoped to be a continuous bike path across the state from Detroit to Lake Michigan. Short stretches near East Lansing, Ludington, Frankfort, Loughton Lake, Traverse City and Interlochen State Park are also included. Funds for these projects come from the 2-cent increase in the gasoline tax voted last year. Plans for the projects have been studied and approved by the Department's Nonmotorized Transportation Advisory Board. Further information about activities of this board can be obtained from local member Jerry Rees; call him at 663-1150.

A Y H CONTINUES BREAKFAST RIDES

The Ann Arbor Area chapter of the American Youth Hostels continues its busy ride schedule this summer. Rides of various length and speed are offered. Tuesday evening rides are leisurely and leave at 7 PM from the Farmers Market. Saturday breakfast rides generally leave from the Gandy Dancer restaurant at 7:30 AM, but check with Reuben Chapman, 761-2274 for details.

County Road Commission Engineer C. Hodeman outlined plans for a bike path connecting with the eastern end of the Ann Arbor path on Packard and extending all the way to the west edge of Ypsilanti. The path, described at a public hearing on May 8th, would run along the north side of Packard Road and would be an 8-foot asphalt path. The estimated cost is \$60,000 for 2 1/4 miles. Who is to pay for it is not quite clear; the Road Commission has reaffirmed its intention of using 1/2 percent of its gas and weight tax receipts for nonmotorized facilities as authorized by state law, but this nets only about 18,000 dollars per year, and the County Board of Commissioners failed to include funds for paths in this year's budget as they had been requested to by the Bike League.

Concerns expressed at the hearing by residents along the route included fear for the safety of cyclists when cars come out of driveways and side streets and also the belief that littering would increase. One resident noted that his front lawn had been torn up for construction for 13 out of the last 16 years, and urged that more care be taken to restore landscaping.

Generally supportive statements were made by Commissioners Murray and Taylor, Road Commissioner Daniels, Pittsfield Twp. Supervisor Robert Lillie, and a number of area cyclists including AABL Steering Committee members Chaney, Galbraith and Reese.

CYCLING AND ENERGY CONSERVATION

One of the byproducts of the recent rash of publicity about the energy crisis has been a more careful accounting of energy and resource consumption by the various forms of transportation. We are slowly coming to realize that public policy decisions about transportation planning must be based on energy consumption as well as dollars. One of the best analyses of the total cost per mile of cars vs bicycle appears in the June issue of *Bicycling!* magazine. Done by an environmental engineer, the study includes energy used in manufacture of the vehicle and roads as well as actual operating cost. The energy saved by even a small shift of commuter traffic from cars to bikes is very impressive. For example, if 10% of urban auto traffic had shifted to bikes in 1971, the saving would have been the equivalent of 30 million barrels of oil. Energy cost for bicycles worked out to 1300 BTU per mile as compared to 11,200 BTU per passenger-mile for autos.

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 4 NUMBER 4

AUGUST 1974

SEPTEMBER IS BIKE SAFETY MONTH

Bike safety programs are proliferating at many levels of government. The National Highway Traffic Safety Admin. Advisory Comm. has formulated recommendations for consideration by DOT. Some of these are: better bicycle accident investigation and reporting, DOT sponsored research of safety education programs, local enforcement of rules of the road for bicyclists, and full use of the highways for bicyclists. At the state level momentum continues to build for bike driver safety ed. in schools. Illinois, Maryland and Wisconsin extend their curriculums to educational T-V. Illinois has developed curriculum materials for K-8 on bike safety including workshops for administrators and teachers. Maryland has a traffic safety program for 1-5 throughout the state. Iowa is developing a K-12 program. Locally, efforts are underway to establish a Bike Safety Ed. Comm. that will include representatives of all traffic safety concerns. This group could formulate goals and methods, reliable safety clinic schedules, provide films and brochures and coordinate efforts in safety education.

Over a two year period, during which 74 reported bike accidents occurred in Davis, Calif., only two occurred in specified bike lanes.

ANN ARBOR STARTS PATH CONSTRUCTION

At last! Contractors' bids were received, and the winner approved by City Council on July 29, for the first phase of bike path construction under Ann Arbor's \$800,000 bike path bond issue. Construction should start almost immediately, and ought to be finished (for this phase) by early autumn. Look for full-width curb cuts on the sidewalk along Miller (north side of street west from 7th), Seventh (Miller to Stadium on west side), Washtenaw (Glen to Brockman on the south side), and Huron Parkway plus Nixon Road (from Clague to Huron High). Painted bike lanes should also make an appearance this fall, along the south sides of Miller and Liberty (the north side of Liberty, from Ashley to Virginia, will have a sidewalk bike path), and along both sides of Packard between Main St. and Stadium.

Street bike lanes will require heightened awareness of the rights and obligations of both cyclists and motorists. Bicycle safety is hence the theme of this newsletter.

BIKE LANE FLAGS ENDORSED

BIA newsletter reports that bike magazine editors have endorsed the use of flags for increased visibility. They are not a substitute for awareness of safe driving practices on the part of motorists and cyclists, however.

Ann Arbor Bicycle League
Ecology Center
417 Detroit Street
Ann Arbor, Michigan 48104

ANN ARBOR SCHOOL SAFETY COMMITTEE -
A PROGRESS REPORT

The Ann Arbor School Safety Committee has been functioning for over five years with varying degrees of success. The committee is composed of representatives of city, township and county government and citizens from the city and township. Its goal is to provide for the safety of children going to and from school.

Many miles of sidewalks and pathways have been built, primarily within the city, as the result of pressure by the committee cooperating with local groups. Walks and paths leading to Clague School, the walk along Hubbard between Huron Parkway and Green, and the sidewalks along Green from Plymouth Rd. to Glacier Way are some examples.

Due to the efforts of the Safety Committee, with the cooperation of the University, the city, Ann Arbor Township and the Veterans' Administration, a hard-surfaced pathway along Fuller Rd. from Bonisteel Blvd. to Huron High is currently being constructed.

A number of gravel paths have been built and were to have been paved with the Highway Safety Bond Issue money (April 1975). Plans are still being drawn in the Public Works Dept. and it is unlikely that these will be paved this year. These paths include the south side of Glacier Way from Geddes Lakes to Earhart subdivision, Pontiac Trail from Arrowood Hills to Barton Drive and Maple Rd. near Liberty; also gravel paths were to be constructed along the Courtelis property and Traver Rd. from the golf course to the railroad. The Safety Committee has attempted unsuccessfully to expedite the construction of these paths. It is currently working on the Geddes Ave. walkway, a problem area that has existed since the opening of Huron High.

A complete report and slide presentation on the work of the Safety Committee was made to the Ann Arbor Board of Education in April 1974 to promote the development of a safety education curriculum with emphasis on bicycle safety. This proposal has been acknowledged but has not resulted in action. It is on file with the Board of Education and could be available for group use.

Sylvia B. Lewis
Member, Ann Arbor School
Safety Committee

2
URBAN AREA TRANSPORTATION STUDY
RECOMMENDS BIKE PATHS

Mr. Howard Ostroff of Barton-Aschman Associates, which is formulating a transportation plan for the Ann Arbor-Ypsilanti area, presented a preliminary draft of the bicycle portion of that study to interested individuals and agencies on July 30. This plan proposes recreational bike routes along the Huron River from Ypsilanti to Dexter, along Scio Church Road west from Ann Arbor to the proposed Mill Creek Metropark, from Ann Arbor to Saline along the Ann Arbor-Saline Road and Maple Road, from the Huron River to the Botanical Gardens along Fleming Creek, south from Ann Arbor along Carpenter Road, and southeast from Ypsilanti along Grove Road. Transportation routes were proposed for Packard Road from Ypsilanti to Ann Arbor and over local grids in most of the urbanized areas of the study region.

While no money is presently available for path construction, the inclusion of plans in the report enhances the possibilities for funding in the future.

If you would like to see the preliminary draft and maps please call Dave Galbraith at 971-5448.

BICYCLE SAFETY SLIDE PRESENTATION

Two university graduate students, Laura Werner and Anne Gerber, have produced a series of about thirty slides illustrating principles of bicycle safety. The series, with an accompanying script, follows closely the pamphlet "What You Should Know about Bicycling," published by the Michigan Department of State in late 1973. Laura and Anne designed the presentation to appeal to elementary and junior high age children, using an eleven-year old girl as the model. They feel the series would be useful for schools, girl and boy scout groups. The slide series and script (which can be enlarged upon by the group leader) will be available at the Ecology Center, 417 Detroit Street. Call Tom Blessi at the Center, 761-3186. The pamphlet "What You Should Know About Bicycling" should be available at the Ecology Center and at the Motor Vehicle Department on Washtenaw Ave.

SHARING THE ROAD: ANOTHER VIEWPOINT

We would like to share this thoughtful letter from a fellow cyclist, Colleen McGraw. Other comments would be very welcome. Please send yours to us at the address on page 1.

"...I very much enjoy the ride on Huron River Drive to Delhi Park and back. This evening (about 6:45) I overtook a large group of cyclists, probably about a dozen. From a distance I expected them to be people who knew what they were doing; the majority of them were wearing jerseys and warm-up suits, they seemed to be riding fairly expensive bicycles. They were not traveling very fast, and I caught them easily. When I did, I found them riding three and four abreast, filling the entire right-hand lane of the road for a distance of about three car lengths. I was unable to pass or go between them and had to slow down to their pace which was a slow ten m.p.h. Moreover, cars began to line up behind the group which made absolutely no effort to let the cars pass. In fact, I had the feeling that they were purposely preventing the cars from passing. The riders came to an uphill grade which cut their speed even more, and yet they continued to ride from the edge of the road to the centerline as if they were the only ones on the road. I was riding at the rear of the entourage, and could see that at least a half-dozen cars were crawling along behind me. The people in the cars were remarkably patient (and people who drive cars are usually noted for getting impatient easily). No one honked, buzzed the cyclists, or made any foolish, dangerous or rude moves. At this point I was pretty upset at the lack of courtesy shown by the bike-riders (by this time I knew they weren't cyclists). In fact I was painfully embarrassed that the people in the cars would think that I was associated in any way with those people. I was ashamed with the way they were behaving, and I didn't want to be lumped in with people who are just plain arrogant and have no regard for other human beings.

When they reached Delhi Park, they spread over both sides of the road in order to turn onto the bridge. I also turned. When I asked some of the people who seemed to be "in charge" what their philosophy about sharing the road with others was, they replied, "we don't have any," and "Cars better keep away from us," etc. While I attempted to discuss the issue with them they looked at their bikes, their hands, their feet, anywhere but at me, and acted as if they were trying to pretend that I wasn't there. I told them that I didn't think their policies did anything to enhance bicycling in the minds of people in cars, or elsewhere, and left.

3

This incident was very disturbing to me. For one thing, I'm afraid I had a few illusions shattered. For example, it turns out that there is just as large a percentage of idiots on bikes as in cars, and an expensive bicycle and equipment only means a person has a lot of money -- not necessarily a lot of good judgment. On a more serious level, I think there are three major points that are illustrated by this incident.

The first concerns the moral attitude of those bike riders. It's an attitude that I'm seeing more and more among cyclists, and one that really upsets me. These types of people assume that it is more moral to ride a bicycle than to drive a car. They are on a higher moral plane than the drivers, and they assume a condescending "holier-than-thou" stance. Apparently, because they are morally better than people in cars, they are entitled to punish drivers for their sins, to make them suffer for being evil. I find this attitude unfair and unrealistic. It doesn't take into account the individuality of people, the differences between their needs and feelings. It is an attempt to force one point of view on others -- missionaries bringing their own brand of truth to the "heathen," assuming that theirs is the only truth.

I was also alarmed by the "might makes right" attitude displayed by those riders. Because of the fact that they were many, they took control of the road. I really doubt that when one of those people is riding alone he or she rides smack in the middle of the lane. They were a gang and acted as such. This is the attitude which we deplore among car drivers. "Just because we are many, bigger and faster, the roads belong to us and you aren't allowed to use them on your bicycle." Although it might be fun to turn the tables on the drivers, these bicyclists were using the same poor tactics.

I think I was most turned off by what happened because of the feelings aroused among the drivers. I doubt if any consciousness was raised. In fact, these people were probably only angered by cyclists and cycling in general. Instead of encouraging drivers to relinquish some of their control of the roads, greedy inconsiderate bicyclists merely spur reaction on the part of drivers. Those people were just asking to get run off the road. Friendly relations with drivers is all that stands between me and a serious accident many times each week as I commute to work by bicycle and ride for pleasure. I appreciate careful, considerate drivers, and I'd like to encourage more of that type of behavior by being a careful, considerate, law-abiding cyclist. Moreover, I don't want to provide "keep 'em off the road" drivers

with any ammunition against bicycling. The only way to avoid doing that is to behave in an exemplary manner and obey all laws applying to bicycles. And this is the only way that I can see to bring these people out from behind their windshields and get them on bikes.I hope that some of these concerns will come to the attention of groups of cyclists before damage is done to the future of cycling in our area."

BIKE ORDINANCE ADVANCES

The long dormant revisions to the Ann Arbor Bicycle Ordinance are currently on the verge of being adopted, although the exact form of those revisions is still in doubt at this writing. A revised ordinance passed first reading at City Council on July 1, and a public hearing was held on July 21. At this time, the proposed ordinance provides, among other features, that

1. The former three-year bike license be converted into a one-time registration of the bicycle, to be performed at the time of sale.
2. Lights and reflectors required after dark may be worn by the bicyclist, rather than having to be attached to the bike.
3. Bikes may be ridden on any city sidewalk; however, the cyclist must always yield the right-of-way to a pedestrian.
4. Parking of bicycles along sidewalks and streets is permitted provided it does not interfere with pedestrian or vehicular traffic.
5. Bicyclists must ride "as near as practical" to the right edge of the road, with the exception that they may ride near the left edge of a one-way street.
6. Bicyclists must use a signed bicycle path whenever one is provided adjacent to the roadway.

At the public hearing, several bikers objected to the last provision as unduly restrictive, and also to the previous provision for the problems it may cause a cyclist wishing to make a left turn or to go straight in the case of a right-turn-only lane. Although the second (and final) reading of the ordinance was scheduled for August 5, the Council decided to delay passage two more weeks in order to give the Bicycle Coordinating Committee a chance to review and recommend suggested amendments.

AYH BIKE RIDE MAPS

The Ann Arbor Area AYH has prepared an Ann Arbor Bike Ride Maps booklet. It is available for 50¢ at the Ecology Center as well as at bike shops around town. The maps are clear and are accompanied by a description of the road conditions, grades, miles, etc. A "MUST" for local recreational cyclists.

AYH SEPTEMBER RIDE SCHEDULE

All Saturday rides start from the Gandy Dancer at 7:30 A.M., 15 -35 miles, approximate riding speed is 12 m.p.h.

All Tuesday rides start from Farmer's Market at 7 P.M. for 1.5 hours at 10 m.p.h.

Sunday rides usually start at 9 A.M. at Tom Yocum's, 8342 Island Lake Rd. (corner Dexter-Pinckney Rd.). Call to be sure ride is "on! Ph. 426-8370
TRIP FEES: 10¢/member; 25¢/non-member.

September

- | | | |
|---------|----|--|
| 1 | - | Sun., Tom Yocum's, 9 A.M. |
| | | 5 - 20 miles. |
| 3 | - | Tues., 7 P.M. |
| 7 | - | Sat., 7:30 A.M. Picnic breakfast, bring food. |
| 8 | - | Sun., 9 A.M., Tom Yocum's, 5 - 20 miles |
| | or | |
| 8 | - | Sun., 9 A.M. Farmer's Market Qualifier test, 50 miles in 5 hours. |
| 10 | - | Tues., 7 P.M. |
| 14 | - | Sat., 7:30 A.M. Picnic, bring food. |
| 15 | - | Sun., 100 mile Century Ride, 10 hours. |
| | | Registration - 7 A.M. |
| | | Start - 8 A.M. |
| | | Community High School Parking lot (opposite Farmer's Market) |
| 17 | - | Tues., 7 P.M. |
| 21 | - | Sat., 7:30 A.M. Bring money to eat at a restaurant. |
| 22 | - | Sun., 9 A.M. Tom Yocum's |
| 21 - 22 | - | WINERY TRIP, contact Bonita Dostal Neff 508 E. Ann, Ann Arbor 48108 Phone: 662-6963 |
| 24 | - | Tues., 7 P.M. |
| 28 | - | Sat., 7:30 A.M. Bring money to eat at restaurant. |
| 29 | -- | Sun. TIME TRIALS, 10 A.M. Corner Pleasant Lake Rd. and Ann Arbor-Saline Rd. Call Tom Yocum: 426-8370 |

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 4 NUMBER 5

OCTOBER 1974

NOTES ON THE PACKARD BIKE LANE

Public response has been mixed about the installation of street bike lanes on Packard between Stadium and Main. Most of the statements that have been made are valid -- it is not a separate newly paved bike path. It is, however, two five-foot wide lanes reserved for bikes on the street most often cited in the bicycle user survey conducted 18 months ago by the city.

The Bicycle Coordinating Committee has recommended that up to \$5000 be allocated for patching the worst chuck holes within the next two weeks. Some designation, either BIKE LANE or a silhouette of a bicycle, will be painted on the paving within the bike lane. Safety cannot be guaranteed, but the lanes will be more satisfactory to use.

The following safe riding practices are recommended:

Stay in the bike lane

Signal your turning intentions

Right turn

Signal

Look for pedestrians

Turn

(Motorists may enter bike lane to make right turns, but must yield to bikes)

Left turn

Signal

Watch for cars

Move to the center of the road

Turn when oncoming lanes are clear

(If a car is stopped waiting to turn left, motorists behind it may use the bike lane on the right to pass if they yield to bicyclists in the bike lane)

Obey traffic lights and observe stop signs

Wear lights when riding at night

Cooperation and mutual respect may make the difference between success and failure of these bike lanes.

TB

FEDERAL BIKE PATH MONEY A HOAX?

In August, 1973, Congress passed a highway bill which included authorization to states to spend up to \$40 million each year for three years on biking and hiking trails. Overlooked at the time by the news media and biking enthusiasts was the fact that actually no new money was provided, and that the money would only be spent if it could be diverted from other already-planned highway projects. The chances of this happening are shaky at best, in spite of recent reports that funds had been "approved" for proposed projects. In Washtenaw County, \$300,000 was authorized to be spent this year. However, the latest word from the Urban Area Transportation Committee, which must approve all use of federal road funds, is that they have committed all of their anticipated income for three years or more; prospects for any diversion of funds for bike paths are slim at this point. Best hope for federal money seems to be to urge Congress to require a certain fraction of road funds on non-motorized transportation, rather than forcing us to compete with auto-oriented local officials for scarce dollars. JR

TRANSPORTATION BOND PROPOSAL ON BALLOT

Michigan voters will decide at the polls on November 5th whether to issue a billion dollars worth of bonds to finance public transportation facilities. Included in the plans are 25 million dollars for non-motorized facilities. Although AABL has not formally taken a position on this, it seems clear that the overall intentions of this proposal are entirely consistent with the goals we have been working for, and so we urge you to support this with your vote. JR

Ann Arbor Bicycle League
Ecology Center
417 Detroit Street
Ann Arbor, Michigan 48104

CROSS STATE BIKEWAY PROPOSED

Ann Arbor was the site, on February 11, of a bikeway workshop sponsored by the U.S. Bureau of Outdoor Recreation. The purpose of the workshop was to bring together governmental officials and representatives of bicycling organizations from southern Michigan, and to inform them of plans and potentials for bikeways in this region. To a bicyclist, this meeting was both mouth-watering, in the array of possibilities presented, and frustrating, due to the lack of definite (financial) commitment to most of these plans. Local government officials in attendance were Don Farmer of the Washtenaw County Planning Commission, and T. J. Vaillencourt and Howard Russell of the Washtenaw County Road Commission.

The basic concept behind the workshop was an attempt to relate portions of existing or planned local bikeways into a single route which would cross the state from Detroit to South Haven. Several counties in south central and southwestern Michigan (including Jackson County) have established bike route networks on lightly traveled county roads, and certain of these routes would be joined to proposed or potential bike paths to provide the cross-state route. Particularly exciting is the inclusion of two fairly long stretches of railroad which are scheduled or proposed for abandonment. One of these is a Penn Central track from South Haven to Kalamazoo. The other is a Grand Trunk Railroad track from Jackson to Lakeland (just east of Minckney, in Livingston County). The route from Kalamazoo to Jackson would use existing county roads, except for a short stretch in the Ft. Custer Park, where about 10 miles of abandoned auto roads are scheduled to become bike paths this summer.

From Lakeland eastward, there are a number of shorter bike paths proposed, but as yet they do not fit together particularly well. One possibility would be to continue east from Lakeland to the Island Lake Recreation Area, from which a bike route is being planned through Kensington Metropark to the Proud Lake Recreation Area. The trail might then continue east and south through Oakland and Wayne Counties via an as yet undetermined route. An alternative would be to come south from Island Lake along the Huron River through Ann Arbor and Ypsilanti, using in the process the Huron River trails being developed by the Ann Arbor Parks Department. From Ypsilanti eastward, it was suggested that the route could follow I-94 into Van

Buren Township, since the highway is being rebuilt in that area with a slightly different alignment, resulting in abandonment of the old pavement. From this point a path south-east along the Huron River to Lake Erie might be possible. Other Detroit area routings which may be developed include the Middle and Lower Rouge River branches. If a connection can be made across the Detroit River to Windsor, we would have a link to the pathway system currently being developed in that city and a proposed path to go from Sarnia to Point Pelee.

Unfortunately, except for those portions using existing auto roads, most of this suggested bikeway has about the same uncertain status as the proposed Huron River Trail in Washtenaw County outside Ann Arbor; a nice idea, but lacking any real commitment from the appropriate authorities. For example, there is no guarantee that the railroad rights of way mentioned above will actually be acquired if finally abandoned by the railroads. Presumably it will require continued strong public pressure by bicyclists if these trails are to become a reality.

One present reality, a welcome change from past years, is that there is some money available for bikeway construction, provided the local governmental units can be persuaded to go out and ask for it. Up to two million dollars a year (per state) is available from Federal Highway Funds; the guidelines appear to be somewhat restrictive, but under new rules promulgated this Spring it should be possible to apply this money to any path accommodating cyclists who would otherwise have to ride on a U.S. highway (such as U.S.12). Michigan law now specifies that a "reasonable" amount shall be spent from gas tax funds on non-motorized transportation facilities such as bike paths. A figure of 0.5% is suggested as "reasonable", but State officials said that a larger percentage could be spent for this purpose if desired. A restriction here is that some additional matching funds must be found to go with the gas tax money. These matching funds could come from Federal or other State sources, or from local governmental (or even private) funds. The point was made that the match need not be 50 - 50; no ratio was specified. In addition to these two highway sources, the Michigan Department of Natural Resources has some money available for recreational trails, and is proposing a bond issue which, if passed, would provide eight million dollars a year for such trails, on an 80% State, 20% local basis, for a 25-year period.

BOOK REVIEWS NEEDED

Virtually a flood of bicycle books has come on the market in the last year or so. One of the services AABL would like to perform is to keep its members and friends abreast of new sources of information about bicycling. We would appreciate it if someone would offer to compile a bibliography of recent books about bicycling or write an occasional review for our newsletter. Drop us a note or call 663-1150 if you want to do this.

LEGISLATIVE NEWS

Bills have been introduced in the State House of Representatives and the State Senate which would replace the present system of local licensing of bicycles by a state-wide scheme. Neither Bill was passed in the 1972 Session, but because they are likely to be re-introduced in substantially similar form, a brief discussion of the significant provisions of these Bills seems worthwhile. The Bike League will be considering what position it should take on state-wide licensing over the next several months and, as always, everyone is invited to participate. Should the League decide that state-wide licensing, on some terms, would be beneficial the assistance of the Environmental Law Society at the University will be enlisted so that a model Bill might be drafted and sent to Lansing.

Senate Bill 1465, introduced by Senator Fleming, who achieved notariety by opposing use of gas tax funds for public transportation, would collect \$3 for each bicycle used on the public streets. Proceeds would go to the Department of State, one-half to be used for Administration and one-half to be passed along to local units of government to establish "bicycle trails". House Bill No. 6347 would collect \$4 per bicycle, half to be spent by the Department of Natural Resources for non-motorized transportation facilities and half to be spent in matching grants to local units for such facilities.

WELCOME TO NEW MEMBERS

Membership in the Ann Arbor Bicycle League continues to grow as more area bicyclists hear of our program and want to help. To become a sustaining member, simply send a dollar with your name and address to AABL, 417 Detroit Street, Ann Arbor 48104. The program of the League is carried on by an informal steering committee whose meetings are announced on Doug Fulton's conservation page of the Sunday Ann Arbor News. Everyone is welcome to attend.

Members of the steering committee for all or part of the past year have been Tina Beyer, Barbara Cart, Carol Chaney, Chris Eliot, Mary Fulton, Dave Galbraith, Ann Hunt, Pat McCauley, Pat Mullaly, Jerry Rees, Hal Smith, Eráige Schenstead, Denny Freezer, and Suzy Weisman. (Sorry if we missed any names; be sure to come to the next meeting if you are interested.)

BICYCLE BOOM: FAD OR FUTURE?

Sales figures are coming in for 1972, and all indications are that the bicycle boom is continuing. World magazine (January 16) reports that for the first time since the automobile pushed the bicycle off the roads in the early 1900's, the sale of bicycles exceeded that of cars in 1972. The figures are 11.3 million bicycles, 10.7 cars sold. More importantly, the proportion of adult bicycles sold has increased steadily and last year accounted for 86% of the total. Clearly the bicycle is here to stay as a means of transportation and must be included in any planning for an overall transportation system for the country.

Preliminary discussion of the Bills has brought out the following points. Neither clearly recognize the bicycle's right to use the public streets and highways. The House Bill, which delegates control over bicycles to the Department of Natural Resources seems clearly to imply that bike paths are to be restricted to parks and recreational areas. The Senate Bill has this defect, and in addition it is not clear that the large portion of license fees which will be consumed in administration will be spent to set up an efficient state-wide registration system whereby stolen vehicles can be traced and recovered throughout Michigan as automobiles currently are. The Bicycle League currently has not taken a position on state-wide licensing, but clearly a licensing system which costs the same and leaves cyclists in a worse position than they currently are under city administration would be unacceptable.

SERENDIPITY

We wish we could pass on to you all the good things that come in AABL's mailbox. A number of cycling organizations as well as AYH, Sierra Club, Enact, etc, publish excellent newsletters with a wealth of information of value to cyclists. One of the best is published by Friends of Bikeecology, and is called Serendipity. (A recent issue notes that an automobile uses as much oxygen in driving one block as 100 people breathe in a month.) Each issue is printed in large-page format with an attractive poster or photograph big enough for bulletin board display. Their organization receives nationwide support, with an impressive advisory board. You can write to them at 1035 E. De La Guerra St., Santa Barbarn, Calif. 93103. Some of the material we receive is placed in the pamphlet file in the reference department of the Ann Arbor Public Library; we are also setting up a file at the Ecology Center, 417 Detroit. You will enjoy browsing through this material as you think about the good biking weather which is just around the corner.

MSU POLICE ON BIKES

The campus detachment of the Ann Arbor Police Force may want to take note of the news item in a recent newsletter of the League of American Wheelmen. They report that two of the 42 members of the Michigan State University police force ride bicycles on their beat. Policemen say that the bicycle mounts are fleet and quiet, able to follow where cars can't. They get a friendlier reception, too; people come up and talk to patrolmen on bicycles.

ANN ARBOR BICYCLE LEAGUE
417 Detroit Street
Ann Arbor, Michigan 48104

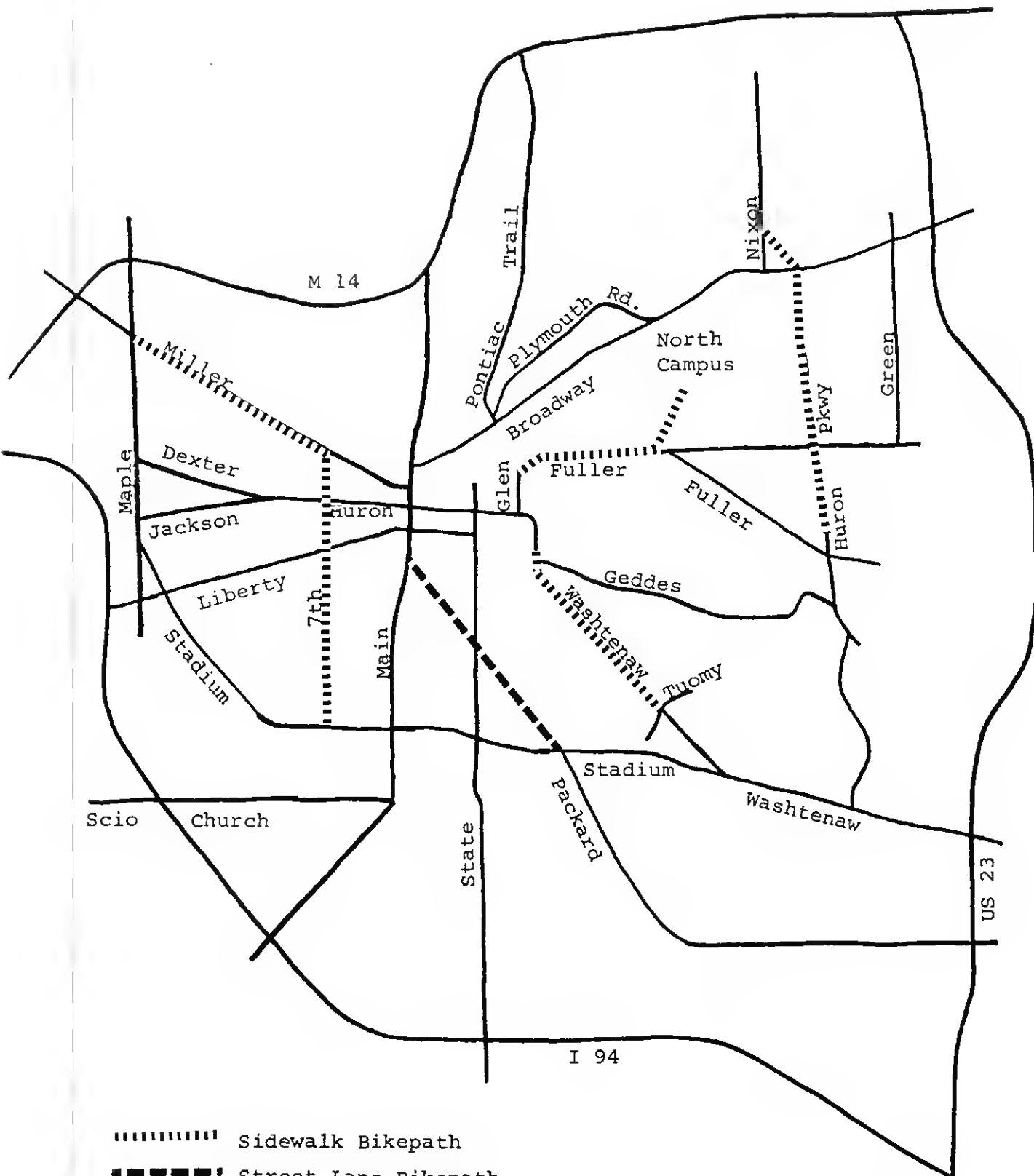
BIKE PROMOTIONS

The increased public awareness of the bicycle, and the generally favorable opinion in which bicycles are held are reflected in the fact that bicycles were the subject of two recent commercial promotions. The Community Bank of Washtenaw, in connection with its Grand Opening, sponsored a drawing in which the first prize was an Italian 10-speed racer. Officials at the Bank feel the promotion was successful.

Perhaps more significant, as signaling some awareness of the bicycle as an alternative mode of transportation, is the promotion sponsored by Toyota of Ann Arbor. During the time when this car dealer was hampered by construction it chose to promote business by giving away an Italian 10-speed bicycle to each purchaser of a new or used car. Again the management feels the promotion was a success, and 20 to 25 bicycles were given away.

AABL IS TWO

Members of AABL celebrated its second birthday at our November 12 meeting with cider and a delicious carrot cake bearing the inscription: Happy 2, AABL! We regret that more of you could not be present to share the fun and excitement as we plunge into a very busy third year.



..... Sidewalk Bikepath
----- Street Lane Bikepath

expensive measures, but who can measure the anguish of a young person whose new bike has just been stolen simply in money terms?

BECOME A SUSTAINING MEMBER

The work of the Ann Arbor Bicycle League is supported in part by contributions of its sustaining members. Membership does not involve any commitment other than to drop us a check for a dollar or two every year. For this you receive a newsletter which appears whenever we have time to put it out, usually about every other month. Obviously we hope that receiving this newsletter will inspire you to want to take part in other activities of the League, such as attending meetings of the Steering Committee. But we know that the one thing most Ann Arborites don't need is another meeting to go to, so we are resigned to the fact that most of our work will be done by relatively small groups meeting informally.

Members of the Steering Committee this past year have included Tina Beyer, Carol Chaney, Mary Fulton, Dave Galbraith, Ann Hunt, Carl Pastushek, Jerry Rees and Hal Smith. Many others have worked on special projects.

RAPID TRANSIT: THE BICYCLE

Newspapers reported over the Memorial Day weekend that traffic was moving at 10 MPH on Interstates 75 north of Saginaw, somewhat slower than a moderate bicycling pace. But the bicycle's advantages in traffic have been recognized for a long time. Just a hundred years ago, the May 1874 Scientific American reported that telegraph messengers on bicycles were being used in Paris with success, and that newspaper reports were being brought from Versailles to Paris, a distance of thirteen miles, faster by bicycle than by train. A little closer home, our City Administrator, Sylvester Murray, is proposing as an economy measure that a large part of the city-owned fleet of automobiles be eliminated; does he know that in an Oregon city some members of the staff have been provided with bicycles? We would suggest as a starter that many jobs of the Department of Traffic Engineering and Transportation could be performed more efficiently by men on bicycles, and a useful by-product would be a better understanding on the part of these persons of the problems we face because of the lack of attention to traffic engineering for bicycles.

A major recommendation of the Smith report which has been implemented by City Council is the appointment of a Bicycle Coordinating Committee. This recommendation was in response to our finding that no one agency in city government was actually responsible for planning and policy making for bicyclists. With many different agencies involved, such as the planning department, traffic department, public works, parks, the schools, it was hard for individual cyclists to know where to go for help. The mayor has appointed a seven-person committee to coordinate policy and programming for bicycle facilities and regulation. The committee is presently made up of citizen members Carol Chaney, Thad Carr, Tina Beyer and Dave Galbraith, plus three city staff members from the planning, traffic and public works departments. A major responsibility carried by this group since the passage of the bond issue for bike paths has been overall guidance of this project. The work is progressing slowly, at first because there were policy problems which had to be worked out, and now because of a shortage of engineering manpower available in the public works department. But steady progress is being made, and it is good to know that an official body now exists which is responsible for attending to the needs of local bicyclists.

BICYCLE FATALITIES UP 39%, D-O-T REPORTS

Bicycle fatalities have jumped 39% since the energy crisis hit, according to a recent news story in the Ann Arbor News. The source of this statistic was not given other than that the release was from the Department of Transportation. Since the actual number of bike fatalities nationwide is quite a small number in proportion to the total biking population, it is risky to draw any conclusions from statistics like these. But it is significant to note that while fatalities are going up in the U.S.A., there has been a dramatic decrease in England. A report in the May issue of the League of American Wheelmen Bulletin by Fred DeLong describes an extensive safety education program for children in British schools which is credited with decreasing bicycle accidents by 50% even as the number of cyclist increased sharply. This report should be required reading for school board members and administrators.

ANN ARBOR BICYCLE LEAGUE NEWS

Bike Fair Special

This issue of the newsletter is being distributed at the first annual Bike Fair, being held at the Ann Arbor Bank branch on Liberty Street and being put on by the Ann Arbor Bank as a community service. As a part of this event, the Ann Arbor Bicycle League is presenting a summary of its activities and goals for those not yet familiar with the organization.

The Ann Arbor Bicycle League is a group of local citizens of all ages who are concerned with encouraging the use of bicycles for transportation as well as recreation. It was formed in 1970 in response to a number of problems which were confronting local bicyclists, such as difficulty in competing with autos in traffic, parking and storage facilities, and misunderstandings between motorists and bicyclists resulting from a lack of knowledge and understanding of the rights and responsibilities of bicyclists.

Emphasis in the League has always been toward getting problems solved, rather than such mundane things as electing officers, writing constitutions and raising money. We work through informal task forces which anyone is welcome to join, moving to attack each problem as the opportunity arises. Activities are directed by a loosely organized steering committee which meets on call. Meetings are usually announced in the Sunday edition of the Ann Arbor News, on Doug Fulton's Conservation page. More information can always be obtained by calling the Ecology Center, 761-3186, or by writing to the address below.

The major effort of the League has been the development of a system of bike paths in the city. These efforts are based on the premise that wherever possible, bicycles and cars should be separated in traffic. Extensive studies have been done which support this premise, notably the study done by Hal Smith, an AABL member, which was financed by a federal grant and published by the city in 1972. On the basis of this report, a path system was proposed for construction and a bond issue put on the ballot at the urging of the League. The bond issue was supported by a substantial

majority of the voters, and so Ann Arbor is in the process of constructing \$800,000 worth of bike paths -- an accomplishment which has gained nation-wide attention and of which the League is, we think, justly proud. But there is much to be done besides building bike paths.

The League finds many opportunities to speak on behalf of bicyclists in the area. We attend meetings of the City Council, Planning Commission, County Board of Commissioners and County Road Commission. We speak at public hearings, write letters to the newspapers, and participate in biking events such as the Bike Fair being held today. Obviously we can't officially speak for all bicyclists, and there may well be disagreement among us about some policy matters. For example, many experienced cyclists fear that with the construction of bike paths, there will be pressure to ban bicycles from streets. This would clearly be an infringement of our right to free access to public streets, and must be vigorously guarded against. The risk of such public pressure must be weighed against the knowledge that when cars and bicycles compete for space, cars generally win -- they're bigger.

A major opportunity for new members of the League to work on is developing a program of safety education among young bicyclists. We believe that if a concrete proposal were developed, school officials and public-spirited citizens would support it. Leadership is badly needed in this area.

Another area of concern which has only begun to gain attention of public leaders is the problem of bike storage, parking and theft prevention. Obviously a great deal of thought has gone into prevention of auto theft, because a larger amount of money involved. Insurance companies have taken the lead here. We have laws requiring serial numbers on cars, buzzers for ignition locks, computerized recovery systems, and the lot, but we can't even agree that a state-wide licensing system or a standard serial numbering requirement is necessary for bicycles. Of course if money is the only consideration, the cost of a bicycle doesn't justify elaborate and

(continued on page 3)

We hope to do a special of the AABL newsletter next month on bicycle touring, including 'ps on cold weather bike riding. We would ke very much to have contributions from those of you who have taken interesting bike trips lately; send us a short article describing your trip with information about the route you chose, traffic conditions, etc, and anything you feel would be helpful for othere planning a trip. JR

FIRST COUNTY BIKE PATH FUNDED

Good news from the county building this month, as the Board of Commisioners voted to appropriate \$15,000 for one fourth of the cost of a bike path from the Ypsilanti city limite along Packard to join with Ann Arbor's part of the path to form a continuous route between the two major population centers of the county. Half the cost will come from the Road Commission's share of the gas tax money which the State Legislature designated for non-motorized transportation last year. Another fourth will come from Pittsfield and Ypsilanti Townships. County and Township officials are to be complimented on their efforts to bring this precedent-setting project to fruition. JR

Articles for this newelstter wsre written by the follwing persons:

TB: Tina Beyer; DG: Dave Galbraith;
JR: Jerry Rees; BT: Bob Tanis.

We welcome notes from readers on any subject related to bicycling. We also need to have occasional contributions for postage and printing; a dollar or two a year for a sustaining membership would be a great help. Send your check to the address on page ons.

NEW LOOK AT PUBLIC LIBRARY

We have been admiring the recently-completed addition to the library at Fifth and William; among other things, ws learned that space has been provided indoors for staff members to park their bicycles ---perhaps a first for downtown Ann Arbor. Congratulatione to Homer Chance and his crew for that bit of good planning. Whils on the eubject, ve noticed the book liet on bicycling display- ad and asked if ws could have copies to en-close with the newsletter. Hope you find it helpful. And remember the pamphlet file on the second floor; material on bicycling is filed under Cycling. JR

Enclosed with this newsletter is the new State Highway Dep artment brochure offering fres county road maps to help cycliste plan tours. Innocent ae this project app-earws, it hae already stirred up some flack. Seems that the out-state road commiseioners don't want bicycles cluttering up "their" roade --- they would rather we would etay on the etats highways and mix it up with the semi trucke and hot-roddere. Although we are making progresse in Washtenaw County, car-oriented public officials in moest parte of the state etill do not recognize the bicycle ae a legitimate part of the traffic mix. If you have friends in other parts of the state, it's time to do a little mision-ary work.

A particular problem is the countiss bordering Lakes Michigan and Huron. A lakeshore bike route circling the state would be highly desirabls from the tourist's point of view, but the county officials do not want it on county roade. Since local control of county roade is very much a part of our political tradition, thers is no way the Highway Department can etep in and establish routes,

Perhaps tourist money will eventually turn the trick. Have you noticed how many elick ads recently have featured proeperoue middle-aged tyees on bicyclse? The Wisconsin tourist industry, at least, hae gone all out to tout bikeways ae a tourist attraction. Let's go, Michigan. JR

A³ AYH NEWS NCOTES

The Ann Arbor Area AYH reporte the following biking activitise coming up:

Saturday, Oct. 26: Reestaurant rids; meet at the Candy Dancer at 8:00 AM.

Sunday, Oct. 27: 20-25-mile rids to Wiards Cider Mill. Meet at Farmers' Markst at 11:00

Sunday, Nov. 3: Meet at Farmers Market at 1:30 PM if temperature is above 20°F.

Leader: Rich Atwater, phone 971-4050

Wednesday, Nov. 6: Monthly meeting of AYH; 8:00 PM at 840 Brookwood. Video tape of a leadership workshop held at Foots Hostel, with tips on biking and leading bike trips by Art Bowlby, Midwest Director of AYH.

Sunday, Nov. 10: Mest at Farmers Market at 9:30 AM if temperature above 40°F.

Leader: Tom Fowll, 769-2341.

FIRST CITY BIKE PATHS NOW READY

At long last, Ann Arbor bicyclists have some paths to show for their \$800,000 bond issue. The Phase I construction which is currently being finished up has provided wide curb cuts along four routes. Several other de-facto sidewalk paths are available as a result of utility company construction, since they must put in curb cuts whenever they are forced to rebuild the curb at an intersection. And finally, the first street bike lanes have been marked off, with little fanfare but much controversy.

The Phase I sidewalk paths include the following:

1. Washtenaw Ave. along the south and west side of the street from Brockman to Geddes, and then along Old Forest St. to Huron St.
2. Seventh St. along the west side of the street from Stadium Blvd. to Miller Ave.
3. Miller Ave. along the north side of the street from Seventh St. to Maple Rd.
4. Huron Pkwy. on the west side of the street from Huron High to Plymouth Road, and then north along the east side of Nixon Rd. to Clague Middle School.

Although not funded by bikeway bonds, the following sidewalk paths may be useful to bicyclists:

1. West Liberty St. along the north side from First St. to Virginia.
2. South Division along the west side from Washington St. to Packard. We particularly recommend this to those bicyclists who feel they must travel south (against traffic) on Division.
3. Hill St. along the south side from Brown (one block east of Main) to Forest.
4. Eisenhower Pkwy. along the south side from State St. to Packard. Between King George Blvd. and Stone School Rd., the cyclist traveling west must cross to the north side of Eisenhower and back again for this section.
5. Fuller Rd. along the north side from the Wall St. bridge to Bonisteel Blvd. and from Oak Way to Huron High, and along the south side from the old railroad bridge to the Fuller Pool. Also along the north side of Bonisteel Blvd. from Fuller to Beal.
6. Plymouth Road along the south side from Murfin Ave. to Huron Pkwy.
7. In addition to the new Phase I bikeway on the west side of Huron Pkwy., there is a sidewalk bikeway on the east side of this street between Plymouth Road and Hubbard. This walk then goes east along the south side of Hubbard to Green Rd. There is no curb cut at Green, so exit at the last driveway.

DO-IT-YOURSELF BIKE PATH MAP

We continue to receive many requests for maps showing locations of Ann Arbor bike paths. Eventually we trust that the city will publish such a map and keep it up-to-date; at present they are reluctant to do so because in fact none of the paths is really finished in every detail; signs need to be erected, potholes repaired, and gaps completed to tie together scattered segments of paths. So AABL suggests that you use the map enclosed with this newsletter as the basis of a continuing do-it-yourself map. As you read about new paths completed, or discover a route that you feel is useable, mark it on your map and save it. The paths listed in this issue are near enough finished to be drawn in, although signs still are not up. JR

FBI COMPUTER TO RECORD STOLEN BIKES

A separate file on stolen bicycles will be added to the FBI's National Crime Information Center (NCIC), according to the Washington Area Bicyclist Association. This means that local police departments can feed into the computer stolen bike reports from their terminal, and increase the chance that the bikes may be returned to their owners.

Three streets now have bike lanes painted for some distance. On two of these, Miller and West Liberty, the bike lane parallels, on the south side of the street, a sidewalk bikeway on the north side. Thus the bicyclist traveling eastward toward town (and generally down-hill) may use the bike lane, while the west-bound cyclist must either use the sidewalk path or contend with the auto traffic in the street. Because of space limitations in the street, both these bike lanes merge with the auto lanes near Seventh St. A brief sidewalk alternative is provided in each case for the cyclist who does not wish to join the cars.

The major bike lane project is Packard Road, from S. Main St. to Shadford (one block north of Stadium). Here, bike lanes are currently provided on both sides of the street, without interruption. The continued existence of these bike lanes depends upon your usage and vocal support of them, potholes and all. You may register your support of the lanes with City Hall, and if enough bikers complain loudly enough, perhaps we can even get the holes repaired. DG

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 5, Number 1

JANUARY, 1975

PEDALLING ROUND THE WORLD

This issue of the A.A.B.L. Newsletter examines the world of bicycle touring. A few intrepid bicyclists have continued to ride this winter, but most of us have stored our bikes until spring. If you are not going to the League of American Wheelmen's Winter Rendezvous in Florida this March, you can at least start plans to tour with bikes this summer.

FLY WITH A BIKE

No two people carrying a bike as baggage seem to have had the same experience with air travel. This may often be the result of having inaccurate expectations (or none) due to lack of knowledge of what rules pertain to carrying bicycles aboard air carriers.

The OFFICIAL AIRLINE GUIDE, 1975, does state how bikes should be handled.

DOMESTIC FLIGHTS

1. All airlines provide boxes. Remove pedals, turn handlebars sideways and place bike in box. When making reservations, state that you will need a bike box so the airline can have one on hand when you check in, and thus save a last minute hassle.
2. Each passenger is allowed 2 pieces of free baggage. If your bike is one of two pieces, it will be carried free. If it is a third piece it will be carried as excess baggage. The charge depends on your airfare with a \$6 minimum. This policy applies for Air Canada.

INTERNATIONAL FLIGHTS

(on U.S. and foreign airlines)

1. Baggage under 44 lbs (20 kilo) is carried free of charge.
2. It is recommended that bikes be protected by boxes.
3. The excess baggage charge is 1% of the first class fare per kilo (2.2 lbs). For example, you are flying to Amsterdam for a tour of Holland at tulip time; your lightweight 10-speed weighs about 26 lbs and

the box about 4. Your suitcase, pannier bags and small, but we suspect heavy, hand baggage cannot weigh more than 14-16 lbs. REPACK! Forget the suitcase; your bike is immediately mobile with just the panniers and a handle bar bag. You can't carry more than that around on your bike anyway. Since the flight costs \$641, the excess charge is \$6.41 per kilo (1%).

Charter flights are entitled to excess baggage charges too. Most airlines would prefer to avoid the extra paper work of making the charges, so you can usually get a few pounds leeway.

All airlines have a copy of this guide so refer to it should any questions arise.

Happy Landing!

T.B.

PROFESSIONAL TOURS

We have heard from people who have actually been on the commercial tours led by two firms that they offer well planned and pleasant trips. We provide their names and addresses for your information, but we do not necessarily endorse these firms.

BIKE DREAM TOURS, INC.

Wayne Gray Alfred, Director

P.O. Box 20653

Houston, Texas, 77025

VERMONT BICYCLE TOURING

Box 123 RD 2

Bristol, Vermont 05443

TRAVELING WITH BICYCLES: CHARLESTON BY BICYCLE

Travelers passing by the Eastern Airlines baggage counter at the Charleston, South Carolina, airport were very curious about the two Yankees who were busy straightening handlebars and screwing pedals on their bikes. Apparently this was not a common sight, although it should be; Charleston is an ideal town to fly into for a short bicycling vacation. Carol and I had left the rain and cold winds behind at Detroit Metropolitan airport a couple of hours before, and were looking forward to several days of perfect bicycling weather in this gracious southern city.

Things had been a little complicated at the Detroit end. First we found that the bus that runs from the parking lot on Ferris Road won't take bicycles. So we drove to the terminal, unloaded the bikes and left Carol on guard while I took the car to the lot and then the bus back to the terminal. The limousine from Ann Arbor won't take bikes either, so a traveler without a car would be faced with a 20-mile bike ride on crowded urban highways to get to Metro. Once there, shipping bikes depends on the whims of the agents at the ticket counter. One said we should simply remove pedals and turn handlebars sideways. Another insisted that we must tie the front wheel to the frame so the fork couldn't turn. After we had found some string for this, we checked the bikes through with no further trouble. They arrived in good shape, and after we put them together and strapped on the pannier bags, we wheeled them out of the terminal and headed for the city.

A wide but fairly uncrowded county road parallel to the freeway for the ten-mile ride from the airport to town. We stopped at the excellent tourist information center on Calhoun Street and then checked into a motel near the center of town. Charleston lies between the Cooper and Ashley Rivers, ringed by docks and shipyards except for a beautiful city park at the mouth of the harbor. The charm of the city is in the carefully reconstructed and preserved ante-bellum houses near the waterfront. One feels as if he had been plucked up and put back down in the eighteenth century. Cobblestone streets, hitching posts, gardens with high brick walls, magnolias and spanish moss add to the atmosphere.

An ideal way to see and learn about the places of historic interest is to rent a cassette player and tapes; it's like having a personal guided tour. We picked one up at our motel and found the directions easy to follow and the taped commentary very helpful. The

tapes are intended for automobile tours, but they really work better with bicycles, because it is easy to pull off the street to listen to the tape, then explore an interesting alley or go to one of the many homes which are open to visitors without causing a traffic jam or hunting for a scarce parking place. Some of the streets are narrow and crowded, but we could always pull over to the curb and walk a bit if the going got too rough.

We took a boat from the City Marina across the harbor to Fort Mifflin. Soldiers in blue and gray uniforms fired their muzzle-loading rifles and showed us through the fort, carefully explaining that although the Confederate troops fired first, the war which started here is known locally as the "War of Northern Aggression."

The best time to visit Charleston would be the last week in March or the first two weeks in April. The magnificent gardens are in full bloom then, and many old homes and gardens are open for touring only at that time. Evening tours with candlelight and champagne are a special treat. But accommodations would be scarce then, so advance reservations are a must.

Our return trip was complicated by our detouring through a city served only by Piedmont Airlines; they refused to take bicycles not in boxes, so we had to ride an additional fifty miles to get to a city served by Eastern. We hope that as more and more travelers decide to take their bicycles along, airlines will evolve a uniform policy to make planning simpler. The ideal system would be to have standard shipping containers on hand at each airlines terminal which could be rented or borrowed by bicyclists and left at their destination.

It would be helpful if other readers of this newsletter would write to AABL about their experiences traveling with bicycles on public transportation. Has anyone tried taking a bike along on a Greyhound bus? How about Amtrak? Conditions seem to vary so much from city to city and with different companies, so it is hard to know what to expect when you arrive at the terminal. But our experience has been generally favorable, and we would certainly recommend that others consider combining planes, trains, or buses with bikes for their next vacation trip. And if anyone is planning to go to Charleston, we have quantities of maps and tourist brochures which we will be glad to share.

Jerry Rees

One of the exciting current developments for recreational bicycling is the construction of long, non-motor paths, such as the Elroy-Sparta Trail in Wisconsin. We had been seeing references to an Erie Canal Towpath Trail in New York State, and thus went looking for this trail when the opportunity presented itself this summer. A call to the Central New York Parks Commission produced the information that the trail does exist, and a 17 mile segment from Dewitt (an eastern suburb of Syracuse) east to Canastota is complete except for a short gap where right-of-way acquisition to avoid the Penn-Central tracks has not been completed.

Work is currently being done on another 17 mile segment east from Canastota to Rome, and it is planned eventually to tie this into a path from Albany to Buffalo. The Towpath Trail intersects with each crossroad, so that there are access points (and road crossings) about every mile. Special parking areas are provided every three to four miles. The trail surface is not paved, in order to maintain a reasonably rustic setting for hikers. Unfortunately, the surface contains a large amount of loose gravel, making bicycling a very bumpy experience. Although the path itself is 10 to 14 feet wide, it is usually necessary to ride single file in order to avoid the worst patches of gravel and loose dirt. We would fervently recommend that New York send an engineer out to Wisconsin to learn about the "limestone screening" surface used there with excellent results and no loss of atmosphere. Meanwhile, we would have to rate the Towpath Trail as interesting, but not for the tender-tired. Unlike the Wisconsin path, we wouldn't go out of our way to ride this one again, unless they do something about that surface. DG

TOURING WITH I.B.T.S.

The International Bicycle Touring Society was established in October, 1964, when a group of cyclists, many active in A.Y.H. biking programs, met in Vermont for a tour of New England. Led by Dr. Clifford Graves, who once lived in Ann Arbor, they formed a society devoted to adult bicycle touring. Members must be 21, have a ten-speed bike, and be able to cover 50 miles a day. The average age of members is 50, and tour members usually range in age from 25 to 70.

Dues are \$5 a year, payable to I.B.T.S., 846 Prospect Street, La Jolla, CA, 92037. Membership places you on the mailing list for trip announcements. All trips are led by volunteers; your place is reserved by a \$25 deposit on domestic trips and \$50 on foreign.

Mary and Jerome Fulton have made 3 tours with the group and report good cycling, great companions and deluxe travel. In the face of rising costs, there may be more carry-your-own-luggage tours, but most trips to date use sag wagon support for all luggage while cyclists pedal from motel to motel and restaurant to restaurant. IBTSers prefer a 5-6 hour day of riding, but not necessarily easy pedalling. For some the harder, the better. On many days short and long routes are available. A typical day includes a good breakfast, a day of pedalling with picnic or restaurant rendezvous for lunch, early arrival at destination, hot bath, maybe a nap, sightseeing, and a good dinner for which they dress up. After dinner there may be slide shows of earlier trips, packing demonstrations (Dr. Graves' specialty), or lectures about bike repairs and pedalling techniques.

The Fultons have found this way of vacationing habit forming. In May, 1973, they spent 5 days in the Smokies, in November '73, seven days in the Texas Hills, and in October '74, two weeks in Vermont celebrating the 10 year anniversary of the IBTS. Novices one year, they felt like old timers greeting old friends the second.

IBTS is considering a Michigan tour again this year. This might be the year to join.

M.W.F.

LOOKING FORWARD TO SPRING

The Ecology Center's Bike-A-Thon will be held May 18. The Center needs our help. The primary reason for participating is to help the Ecology Center raise funds, although A.A.B.L. does receive some of the money collected. About 24 people are needed on the day of the event to help check in riders. There is also plenty of work in preparation: distributing posters and sign-up materials, for example.

If you can help with any of these tasks, please let Tom Blessing (761-3186) or the Ecology Center know. Call there also if you need more information.

AMERICAN YOUTH HOSTELS

Ann Arbor is fortunate to have an active chapter of A.Y.H. that plans many bicycle tours. We print here reports of a few of their activities to give you ideas to use for your own tours.

A.Y.H.--THE CARAVAN

Imagine bicycling at the Wisconsin Bikeway and Yellowstone Park before you even reach your final destination--the Banff-Jasper Highway with its fully paved shoulders and breath-taking mountain views. The A³A.Y.H. trip led by Greg and Bonnie Dostal Neff did that and more. The group pioneered a new concept--Bicycle Caravans--which avoid the monotony and fatigue common to biking every day or driving every day. During the days enroute, the group cycled with a radio-equipped Winnebago motorhome "The Bradmobile," acting as sagwagon. At dark, the Bradmobile traveled while bikers ate, slept, and prepared for the next day's ride.

Yellowstone Park is a great place to bike. The roads are wide, lightly travelled and have three feet of pavement outside the yellow line. Our group particularly enjoyed the West Thumb Geyser Basin and Old Faithful. The bear we saw on the side of the road made us pedal hard, just in case.

We greatly enjoyed Banff with its beautiful rugged mountains and equally beautiful roadway. Hats off to Reuben Chapman who sped up the steep ungraded sideroad to Lake Morain like it was a flat Ann Arbor street. Lake Moraine is a vivid blue lake next to a glacier you can hike to. The bright ice-blue color is due to tiny rock particles in the melt-off from the glacier. In the evening we stayed at rustic Mosquitoe Creek Hostel which is without electricity or plumbing. There we met oil geologist John Baxter, just back from a hike with his family.

One highlight was our visit to the Columbia icefields where we saw Rocky Mountain sheep close up, then enjoyed the 50 mph coast down from Sunwapta Pass.

We hated to leave Banff but loved cycling across the Canadian border into Montana and meeting Hemistour and Bike-Centennial organizers, Dan and Lys Burden, who baked a cake for our group in Missoula.

On the way home, we picked up intrepid group member Ester Archer who broke her ankle in a tunnel on the Wisconsin bike trail. She had recuperated from her surgery. We promised her that there would be another Bike Caravan in 1975. It will be one week longer next time, starting August 16 and lasting until Labor Day. From all indications, many of last year's group will be repeating the trip.

A.Y.H.--FALL WINERIES TOUR

Bicycling in S.W. Michigan offers an experience in hosting, an enjoyable bike ride on well-paved roads with lots of scenery, and a wide variety of wineries for comparison of methods and products.

Located in the heart of winery country is a hostel called Friedenswald Lodge which offers modern accommodations (dormitory style) near lagoons, a climax forest, and many chain lakes. The rolling countryside is paved with excellent black top roads. Both hiking and biking are beautiful experiences around the hostel.

Two major bicycle loops offer the best non-busy, well-paved roads and connect the wineries with other scenic areas. One loop covers the Warren Dunes State Park, the Cook Nuclear Plant, and two wineries. The Molly Pitcher Winery is steeped in history. The owners, a husband and wife team, will say little on the tour but will answer any questions you may have. A barrage of questions will reveal the background of the winery, its historical significance, as well as information about the operational process. DO ASK QUESTIONS!

The Tabor Hill Winery is the most rustic, yet the most sophisticated, traditional winery of the tour. The owners struggle to develop fine wines from delicate French grapevine cuttings transplanted to Michigan soil. The owners enjoy the A³AH annual visit. Our Saturday evening dinner banquet is held on the patio of the winery, a glass and plankboard modern building which sits atop a high hill overlooking the vineyards. (The planks were originally used in a neighborhood barn first built in 1836.)

The second bicycle loop visits 3 or 4 wineries and orchards for the fall ritual of apple pressing. The bicyclists ride along winding, well-paved roads through vineyards, apple orchards, and pumpkin patches. The trees are close to the roads and few cars are present. The whole area gives a feeling of closeness to nature.

Bronte, St. Julian, Michigan, and Frontenac wineries are located closer to populated areas but are still easily accessible to the bicyclist. These wineries are more modern; all four are located within reasonable biking distance. Each winery has outstanding wine-tasting facilities offering a wide variety of wines to taste and tours of the grounds. Much time is needed, however, to fully appreciate the full gamut of wine offerings.

Perhaps even more rewarding than having one's palate royally treated for a weekend is the joy of a bicycle ride through the lovely fall countryside with its blaze of September color. The S.W. Michigan woods and wine country offers fine tours for the bicyclist.

A.Y.H.--BIKING IN WASHTENAW COUNTY

Yes, folks, there are places to ride a bike in the Ann Arbor area. You need not go off to distant exotic places like Wisconsin or Texas to go bike riding. While you're not going to be able to take a week long bike trip within Washtenaw County unless you bike slowly, there are possibilities for good day or afternoon trips.

This is by no means an exhaustive list, but there are a few interesting places to ride:

Huron River Drive west of Ann Arbor is a scenic winding road. Unfortunately, it must be shared with automobiles and motorcycles. It offers a nice view of the Huron River, and the entrances to two Huron Clinton Metro parks are along the road. The pavement stops at Dexter. From there, you can either take the unpaved Huron River Drive to N. Territorial and go west 1/2 mile to Hudson Mills Park or choose the paved but busier Dexter-Pinckney Road to the park.

The town of Chelsea is an interesting place to go. The home of the Jiffy Mix factory, you can even get a tour of the plant if you call ahead.

Silver Lake, just south of Pinckney, has swimming facilities, if you're interested in cooling off after the ride.

If you want to go south of Ann Arbor, you might consider riding to Saline. There is a large city park on the west end of town if you want to picnic.

Between Saline and Manchester is Austin Road, which is worth biking on, especially if you are going east from Manchester. The road is basically downhill in that direction.

If you like to look at exotic plants, you might consider a bike ride to the U. of M. Botanical Gardens on Dixboro Road near Ford Road.

The Ann Arbor A.Y.H. offers a list of specific routes for biking locally. It is on sale at bike shops in the area for fifty cents. If you simply want a map of the county, the Washtenaw County Road Commission puts out an excellent county map which designates the road types on it, i.e., gravel, paved, freeway, etc. Best of all, it is free from the county.

(A.Y.H. articles were provided by Greg Neff, Bonnie Dostal Neff, and Carol Chaney, respectively.)

TIME TO RENEW

A.A.B.L.'s financial support is derived from your membership fee, \$1, and money from the May Bike-a-Thon. Now is the time to renew. Our main expense is the Newsletter which you will receive upon payment of dues.

Members of the steering committee for 1974 were Gerald Rees, David Galbraith, Tina Beyer, Ann Hunt, Mary Fulton, Haldon Smith, and Carol Chaney. New members are welcome. Please call Ann Hunt, 761-1147, for time of meetings.

COLD WEATHER RIDING

It does not have to be balmy weather for good biking. If you dress for the weather, biking in the 30 to 50 degree range can be fun. Just think how many more days of pedalling you will be able to work in this spring if you do not let low temperatures stop you. Here are a few suggestions for keeping warm:

Hands: Wool liners inside leather gloves or mittens; regular gloves with a spare to change to when the sweat penetrates; wear plastic painters gloves inside regular gloves to keep sweat warm and next to the skin.

Feet: two pairs of wool socks; wool sock under an insulated sock; change to dry socks at mid-point of tour; plastic bag over socks, but under shoe; electric socks; wind shield that can be attached to toe clip.

Head: Wool cap plus ear muffs give great flexibility of coverage; use that helmet that's too warm in the summer over a wool cap; down cap (some say it is too warm); ski mask although we question the safety of one Ann Arbor cyclist seen cycling with a large wool cap pulled completely over his face with no eyeholes at all)

With head, hands, and feet well protected and your body working hard, you will stay warm. Remember to dress in layers so you can add and remove them as the need arises. Carrying a change of clothes on the bike will insure your comfort and safety.

TRANSPO HEARING

Did any of you see the Transportation 1990 display at Briarwood recently? Jerry Rees, Mary Fulton and Ann Hunt of your steering committee did, and we were sufficiently concerned about the emphasis on cars and mass transit to the apparent exclusion of bicycles that we went to the public hearing on Thursday, Jan. 16, to find out WHY?

An article in the Jan. 17 Ann Arbor News described the presentation by representatives of SEMCOG and the Urban Area Transportation Study (UATS), but failed to mention that citizens spoke to the issues. Mary read a prepared statement for AABL which expressed our concern that bicycle transportation was not mentioned in any of the literature on SEMCOG's seven-county transpo plan.

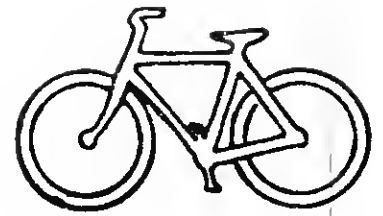
We know that UATS will have a comprehensive bicycle path plan and that as this plan is developed for Washtenaw County it will fit into SEMCOG's regional system. However, we feel that there should be bike-path planning for the entire region right from the start, rather than including local plans on an after-thought basis.

Following AABL's comments, Bill Hershey of Ann Arbor suggested that now was the time to pursue bicycle transit in conjunction with mass transit; that we start thinking about working bicycle storage into bus design. His points were excellent and we're grateful that he was there to make them.

The first of at least two public hearings to seek public reaction to the UATS plan will be held within the next six weeks. If you have strong feelings about bicycle transportation in Washtenaw County plan to watch for the date and attend.

Ann Arbor Bicycle League
Ecology Center
417 Detroit Street
Ann Arbor, Michigan 48104

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 5, NUMBER 2

MAY, 1975

BIKE - A - THON MAY 18

Ride - Ride - Ride! Get your bike in mint condition, pick up a sponsor sheet at the Ecology Center or local bike shops, find lots of sponsors, and join us at Farmers' Market at noon on Sunday, May 18, for the Ecology Center's 4th Annual Bike-a-thon. As usual there are two routes, one 10 and one 28 miles long. You have 5 hours to go as far (and we hope that will be very far) as you can. Details of the Bike-a-thon are given in the sponsor sheet brochure, or call 761-3186 for information.

You will notice the eye-catching Bike-a-thon poster around town soon. Please note in the fine print that Bicycle Jim's Restaurant will be providing free lemonade at the Farmers' Market after the ride starts. Come and enjoy. The Ecology Center really needs our help this year, for the Bike-a-thon is a major source of funds now that the bottom has dropped out of the recycling market. Help make it a success.

BIKE PRESENTED TO CITY POLICE

A bicycle will be presented to the city at Council meeting on Monday night, May 5th, for use by the Police Department. It is given through the generosity of Mr. Farrell Plotner, owner of the Campus Bike and Toy Center, 514 East William. Mr. Plotner has been a long-time supporter of biking projects and other good things in Ann Arbor. The presentation was arranged by the Bicycle League with the cooperation of Police Chief Walter Krasny and Administrator Sylvester Murray. Chief Krasny points out that his department does not have the manpower to devote as much time as he would like to cycle safety education, but that the bicycle will be used whenever possible in the course of duty by his officers. In the past, Officer Pat Nolan has spent a great deal of his time visiting schools and working on safety education; however, recently it has been necessary to schedule him for other duties. We hope Pat is given time to continue this important work with local children.

ANN ARBOR BICYCLE LEAGUE

417 Detroit Street

Ann Arbor, Michigan 48104

"THE BICYCLE....THE ONLY FIRST-CLASS TRANSPORTATION LEFT TO MANKIND"

... TIME Magazine

AABL LOBBIES FOR COUNTY PATHS

Recent changes in the Federal Law governing the use of highway construction funds allow some of this money to be spent for bike paths. Locally, for Ann Arbor, Ypsilanti, and the immediately surrounding townships, projects receiving federal aid must be approved by a FAUS committee (Federal Aid to Urban Systems). Because of the way in which the funds are allocated, this committee approves a three - year block of programs at a given time; new projects must go into the next three - year block unless more money is received or an approved project is dropped.

As reported in our October, 1974, newsletter, the local FAUS area was authorized last year by the State and Federal authorities to spend up to \$300,000 in FAUS funds for bike paths in the current three - year program. However, no additional money was given to the local FAUS area for such paths, so that they would have had to be financed at the expense of previously approved road projects. Thus, unless additional FAUS funds are given to the local area, no FAUS aid to bike paths can be expected during the current three - year program.

Future three - year programs, however, may include bike paths if the FAUS committee can be persuaded to include them in its priority list. In anticipation of such inclusion, AABL was invited to assist in the formulation of a prioritization system for bike paths. Members Maldon Smith and David Galbraith collaborated on a proposal which incorporates a number of aspects of Safety, Utility, and Amenities. It is hoped that the criteria listed in this proposal will help planners not only in separating urgently needed from not - so - urgent bike routes, but also in designing bike routes to best serve the bicycling public.

Setting priorities between various bicycle projects will be simply an exercise in futility unless the FAUS committee is persuaded to approve a reasonable number of dollars for such projects. Therefore AABL has also submitted a request that the FAUS committee decide ahead of time that a given percentage (we recommend 5%) of their funds be allocated to bicycle projects. Our primary reason for this request is that the bicycling interests are sufficiently diffuse so that there will be no bicycle spokesman on the committee choosing the projects to be funded. While we might wish it were otherwise, the fact is that most

people are more interested in getting places faster by car than in getting places faster or more safely by bicycle. Therefore their representatives, when faced with the choice of funding a specific auto project or a specific bicycle project, are likely to opt for the automobile. It is our hope that they can be persuaded to decide before getting down to specific projects that bike paths are indeed worthy of receiving some set portion of the FAUS funds; thereafter, bike path projects would compete only with one another, not with other modes of transportation for their funding.

We specified 5% of the FAUS funds because this seems a reasonable, perhaps even modest, goal for the proportion of the total number of trips which people would make by bicycle if safe bicycling facilities were available. At present, the primary network of bicycle paths is virtually non - existent; that for cars is quite extensive (the secondary road system can serve both modes without undue conflict). Therefore even if all funds were spent on bike paths, it would be quite a few years before the bicycle system caught up with the auto system.

It appears likely that many future road construction projects funded through FAUS will have some form of bike path included and funded from the "automobile" portion of the mode split. Were we to depend solely on these projects for our bike paths, it would probably take close to half a century to develop a reasonable primary bike path network. However, such projects, if taken in addition to a modest (i.e. 5%) portion for bike paths along already constructed roads, might enable us to obtain a network in considerably less time, perhaps 25 years. We do not believe that this is an excessive request. Frankly, we'd like more, but this at least would be a start.

BICYCLING MADE EASIER

For those of you who own a bicycle foot pump, which always seems to defy convenient storage, the following hint may be useful: a convenient holder which can be easily wall-mounted involves using a handlebar flashlight bracket currently sold by local bike stores (Wald #40). Cover the clips with tape or rubber tubing to prevent scratching.

(Other hints are welcome and will be printed; send them to AABL at the address on the front page. ed.)

DOES YOUR EMPLOYER PROVIDE BIKE PARKING?

We are interested in encouraging people to ride bicycles to their place of employment. Employers routinely provide paved parking lots; are you also provided with bike parking facilities? We would like to hear from you about any experience you have had or problems involving biking to work. Employers should be made aware that it is in their own best interest to encourage their workers to ride bikes to work for health, reduced traffic congestion and pollution. Some unions are negotiating for reserved parking; shouldn't they also negotiate for sheltered bike storage, as well as showering and clothes-changing facilities?

CONSUMER REPORTS RATES BIKE CARRIERS

The May issue of Consumer Reports Magazine rates 21 auto bike carriers, ranging from a Best Buy bumper-mounted carrier from J.C. Penney at \$14 to an elegant 6-bike roof-mounted carrier at \$140. The increase in the number of bike-related products for sale lately is a significant measure of the growing importance of bicycle transportation.

may also have noticed the generous praise heaped on the bicycle by Time Magazine on April 28th. Also, an article in Saturday Review for May 3 entitled "Ideas for an Indecisive Summer" says that adults bought 74% of the 14 million bikes sold last year, and predicts a big upswing in bicycle touring this summer.

BIKE PATH MAP PROJECT

As many AABL members are aware, there does not now exist a good map of the Ann Arbor Bike Path System which can be passed out to the general public. Therefore the League has decided to put together such a map which will show all of the system completed to date plus the work the city plans to complete this summer. If all goes according to plan this will be a fold-up map using at least one other color besides black to insure clarity. Patrick Mullaly, who helped with the bond issue brochure, has kindly agreed to help us with the layout work for this map. Anyone who has ideas or would like to help with putting this map together is welcome and should contact Jerry Pees (663-1150) or Bob Tanis (662-5766). We are particularly interested in ideas as to what sort of material should be included on the reverse side.

WORKERS NEEDED

Can you work on the Bike-a-thon? We need to man the checkpoints the day of the ride. Call Sharon Pinzak, 973-0441 if you can help. This is a neat way to be part of the fun if you are unable to ride.

Can you help put up Bike-a-thon route signs very early (like 6 or 7 a.m.) on Sunday, May 18? If we get lots of volunteers we can start later (7:30!?). Call Ann Hunt, 761-1147.

SUPPORT YOUR ECOLOGY CENTER

As many of you know, the Ecology Center's recycling station has provided, until recently, a major source of income for the Center. In the first 3 months of 1974, newsprint sold for an all time high of \$31/ton; the Ecology Center seemed set financially. Then a depression in the packaging and construction industries which use recycled newsprint caused the price to plummet to its current rate of \$4/ton. Transportation costs rose. Now the recycling station is barely meeting the overhead costs of labor and transportation, much less providing funds for Center programs. The Center's staff members have taken pay cuts, and they certainly were not overpaid as it was.

We in Ann Arbor are fortunate to have the Ecology Center; its various programs have enriched all our lives. The Center has been especially nice to AABL. We receive our mail there and use the meeting room at no charge. It is a privilege to be associated with the Center and its capable staff, and we have waited too long to say so in print. But thanks is not enough; the Center needs our financial support as well. Send contributions to the Ecology Center, 417 Detroit St., 48104, or find sponsors and ride in the May 18th Bike-a-thon.

TRAVELING WITH BICYCLES

We had a good response to our January travel issue. Several people reported successful experiences with Amtrak. Lance Ringel, executive secretary of the National Bicycle Coalition, reports that a group of young people from Washington checked their bikes through to Montreal with no apparent difficulty.

How about the new Turbo train from Detroit to Chicago? Anyone like to join in an expedition to Battle Creek, Kalamazoo or Chicago taking their bikes on the train? Let us know if you are interested.

BICYCLE SAFETY: A STITCH IN TIME....

Most cyclists have dusted off their bikes, oiled and adjusted them by now. In spite of a cold spring, many have pedaled 2 to 3 hundred miles by now. The joy of spring riding should not, however, make us forget important, but sometimes tiny, safety factors.

Two items have called our attention to the somber facts of safety:

The March, 1975, issue of the L.A.W. Bulletin featured an obituary for Rodney Brice, a skilled cyclist and prominent bicycle leader in Newark, New Jersey. On a century run, he had stopped to shower at home (it took one hour); he was given a leg light, but it was defective and was found in his pocket. Wearing a bright yellow rainsuit, riding an old reflectorless bicycle, he was hit from the rear by an automobile and died instantly of massive cerebral injuries--he was wearing a leather strap cycling helmet. Sunset was at 5:24, he was hit at 6:15 p.m.

AABL has long been concerned about the visibility of cyclists at night (also pedestrians). We urge you to ride at night only when necessary and only when lights and reflectors are on bikes and clothes.

In a tragedy closer to home, AABL received an accident account from a supporter who is leaving the area. Bob Klingston's letter is included in full:

"Please remove my name from your mailing list as I am moving out of the state. I appreciated receiving the News-letter..

"However, my cycling days appear to be over for good because of a bicycle accident last June (1974) that left me paralyzed from the chest down (hands are also paralyzed). I was riding my 5-year-old son on the top tube when he got his foot in the spokes locking the wheel and pitching us over the bars. I wrapped my arms around him and it happened so fast that I didn't have time to think about putting one arm out to protect my head and neck. When I came to, I was lying on the ground, helpless with a bloody face. Although I had a helmet on order at the time, I wasn't wearing one at the time. It would not have helped anyway because my face hit the ground bending my neck way back causing serious injury to the spinal cord..

"I suppose hindsight is better than foresight and I usually rode the children in a "bugger" trailer but this time I was only going a couple of blocks and didn't reflect enough on the danger of such a practice."

Bob sent us this letter and gave us permission to print it, hoping his hindsight might help someone else.

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CONGRATULATIONS TO CLAGUE

An AABL member reports that Clague junior high has gone one step further than most to increase bicycle security. They provide 2 bike cages (fenced-in areas) for students who ride to school. Each bike is locked individually inside and the gate is locked during school hours. Students who arrive late have to find the teacher responsible for locking the cage in order to put their bikes in. The cage is unlocked at the end of the day. There have been thefts when students have forgotten to go immediately to claim their vehicles.

We hope more schools will improve bike security. Thank you Clague for leading the way.

PROGRESS IN BUILDING BIKE PATHS STATEWIDE

The Michigan Department of State Highways and Transportation is moving ahead with its program to implement the mandate of the Legislature to spend at least 1/2% of the income from the gas and weight tax for non-motorized facilities. The projects listed below are for the most part 8-foot paved shoulders along state trunk lines. Most are already under contract, with the rest to be let out this spring. If you would like any further information about these projects or have comments about them, call Jerry Rees at 663-1150.

Route	Year	Miles
I-94	Ann Arbor	(1)
M-96	Battle Creek-	
	Kalamazoo	11.4
M-116	Ludington	5
M-22	Frankfort	6
M-55, 18	Houghton Lake	9.6
M-137	Interlochen	2.8
M-35	Escanaba	
U.S. 12	Saline	.8
M-55	Tawas City	1.8
U.S. 41	Menominee	2
M-43	Gull Lake	1.5
M-66	Ionia	7.3

(1) This is a bridge to carry pedestrian and bicycle traffic across I-94 at Stone School Road. It was recommended as part of Ann Arbor's Bike Path System.

Also being actively pursued is the possibility of acquiring 30 miles of abandoned rail right-of-way from South Haven to Kalamazoo for a bike-equestrian path. This combined with the M-96 project above would enable bicyclists to go all the way from Battle Creek to Lake Michigan without tangling with traffic.

PHASE TWO BIKE PATHS UNDER WAY

By the time this newsletter reaches you, construction should have begun on Ann Arbor's Phase Two Bike Paths. Construction bids have been opened, and City Council approval of the low bid is expected on April 28, with construction beginning very shortly thereafter. If this schedule is followed, construction will be completed by July 10.

The Phase Two paths include the following, listed in expected order of construction:

1. Curb cuts allowing extension of the North Campus - Fuller Rd. route up the sidewalk on the east side of Glen St. to Huron St.
2. A curb cut at Wall St. and Island Dr. to facilitate use of the sidewalk along the north side of Fuller from Wall St. to the Fuller Pool, where it connects with the Fuller - North Campus route listed above.
3. Curb cuts at the Fuller - Glacier - Bonisteel intersection to provide access to the path along the north side of Fuller past the V.A. Hospital to Huron High, and construction of a pathway along Fuller past the High School to Huron Parkway.
4. Construction of a bike path along the west side of Huron Pkwy. from the Huron High entrance drive south to Geddes Rd, where it meets the Fuller Rd. path listed in 3.
5. Construction of curb cuts and new pathway where needed along the east side of Huron Pkwy. from Washtenaw Ave. north past the Huron Golf Course to Geddes Rd., where it joins the routes listed in 3 and 4 above.
6. Construction of curb cuts and new pavement where necessary along Packard Rd. to provide off - street bikeways on both sides of the street from one block north of Stadium Blvd. (where the bike lanes end) south and east to Platt Rd., and on the north side of Packard only from Platt east to the point just east of US-23 where the County Bike Path will begin. The latter, also due this summer, will extend along the north side of Packard to the Ypsilanti city limits.

The University of Michigan has promised to construct the segment needed to connect the two Fuller Rd. paths (1 and 3 above), but no time has yet been set for completion of this segment.

The low bid for construction was just over \$124,000, making the total cost for Phase Two (including the City's engineering and overhead expenses) of \$177,000. This does not include a widening of the walkway on the Huron River bridge on Huron Pkwy., or provision of safety railings for that

walkway, although these had originally been considered for this construction phase. At present, this walkway is 5 feet wide, with a 3 foot high railing on the outside, and a 10 inch drop to the roadway. Engineers' estimates are that raising the outside railing 9 inches, plus construction of an auto barrier and railing on the inside would cost around \$60,000. If, additionally, the walkway were widened to 8 feet in a manner which would not disrupt drainage, the cost could go to over \$80,000. The Bicycle Coordinating Committee feels that some safety improvement is needed on this bridge, but the details must still be worked out and presented to Council for approval.

Also scheduled for construction this summer are two bicycle - pedestrian overpasses across I-94 in southeast Ann Arbor. One will connect Plainview Ct. (at the eastern end of Stoneybrook subdivision) with Verle St. on the north side of the expressway; the other will be just east of Stone School Rd. Funds for these come from the State (from the Stone School Rd. overpass), the \$250,000 overpass portion of the 1973 Transportation Bond Issue, plus \$30,000 from the Bike Path Bond moneys and \$45,000 provided by the Ann Arbor School System. The Plainview to Verle overpass connects two residential streets, and so should be usable as constructed. The Stone School Rd. overpass, however, will need access paths at both ends to be really useful. These additional paths will probably be built in the next construction phase (Phase Three) of the Bike Path network.

NEW SLANT ON SAFETY STATISTICS

A recent article on bike accident statistics (Bicycling!, February 1975) gives a little different view of the alarming increase in bicycle accidents and fatalities. So many figures have been quoted to serve the particular axe the author wants to grind that it is refreshing to find a little more thorough treatment of the subject. Among the author's findings are that the accidents are not increasing proportionately as fast as the number of bikes -- in other words, relatively speaking, bicyclists are riding more safely now than they were fifteen years ago. The figures quoted from the National Safety Council are:

	1960	1972	% incr
bicycle injuries	25000	40000	60
bicycle deaths	460	1100	139
no. of bicycles	25 million	68 million	172

SUNDAY BREAKFAST RIDES ARE BACK

By popular demand AABL is resuming its Sunday Breakfast Rides. These are leisurely rides for the entire family, leaving from the Farmers' Market at 7:30 A.M. (The reason for the early hour is that it is so pleasant to ride with so little competing auto traffic.) We usually go either to a restaurant or to a park for a light picnic breakfast, the distance ranging from 6 miles to Delhi Park to perhaps 15 or 20 to Milan or Whitmore Lake. The first ride will be a picnic on May 11th. Rides will be on alternate Sundays, with future dates May 25, June 8 and 22.

By the way, the latest A³ AYH newsletter announces an excellent service for people interested in biking events. You can call 761-2274 any time from Friday at 5:00 PM till Sunday at 8:00 PM for a recorded message about the week's cycling events.

NATIONAL BICYCLE COALITION FORMED

Project Independence was supposed to be a blueprint for making this country self-sufficient in energy by 1985. A group of alert bicyclists in Washington, D.C. discovered last December that the blueprint did not contain any reference to the bicycle as an energy-saving means of transportation as part of the plan. The result has been the formation of a loose federation of bicycling organizations seeking to be heard at the various hearings and policy deliberations of the Federal Energy Administration and the Energy Resources Council. Recognizing that bicyclists from around the country are unable to get to these crucial hearings, the Washington group offers to represent you if you have comments to make about proposed government policy. We are all indebted to this group, spearheaded by the Washington Area Bicyclist Association. You can write to them by addressing the National Bicycle Coalition, Suite 323, 1346 Connecticut Avenue NW, Washington, D.C. 20036. We wish that we had the resources to take a more active part in this kind of work.

STUDENT BIKE INSURANCE AVAILABLE

University students will be able to get bike insurance through Student Government Council, starting on September 1st. Also covered are clothing, TV sets, cameras, calculators, etc. Cost for protection up to \$2000 will be \$40 per year. Contact the SCC office in the Michigan Union for details.

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GET READY FOR DALMAC

The big ride in Michigan each year is the Dick Allen Lansing to Mackinac (DALMAC) ride on the Labor Day weekend. The total distance is 330 miles, averaging 85 miles per day for four days, climaxed by a ride across the Big Bridge on the only day this is allowed for bikes. There is a fee of \$33 which covers 3 evening meals, 2 breakfasts, four overnight campgrounds, and baggage truck. Several from Ann Arbor are considering going. If you are interested, write to AABL for an application blank. The ride is limited to 350 persons, and the deadline for applying is June 30th.

A³ AYH IN PRINT!

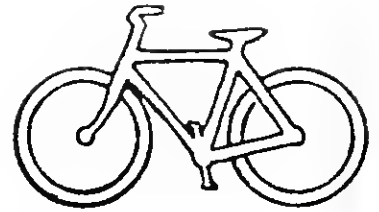
Congratulations to the Ann Arbor Area AYH for their new communication format; i.e., their fine newsletter. AYHer's have asked AABL for our mailing list, so look for at least one issue of their newsletter soon. The April issue was very good and contained an informative guide to Ann Arbor bike shops as well as the AYH spring bike ride schedule. Those of you who used to enjoy AABL's early morning Breakfast rides might enjoy joining the AYH groups. The rides vary in intensity so you should be able to find something to suit your needs.

Material in this newsletter has been written by Mary Fulton, Ann Hunt, Dave Galbraith, Bob Tanis and Jerry Rees.

Activities of the Ann Arbor Bicycle League are carried on by a Steering Committee open to everyone. Watch for announcements of meetings on the conservation page of the Sunday Ann Arbor News, or write to the address on the first page. You can help the work of the League by becoming a sustaining member; send a contribution of a dollar or more, and we'll put you on our mailing list.

From time to time area cyclists have written us letters which we have printed in this newsletter. We'd like to hear from more of you. Can you tell us how you manage commuter cycling in Ann Arbor? Any constructive suggestions? Gripes? Safety tips? How about bike theft prevention ideas? We do send this newsletter to city councilmen and other city and county officials, so your ideas would have a wide hearing.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 5, NUMBER 3

AUGUST, 1975

BIKE FAIR SEPTEMBER 28

Heigh-Ho, come to the Bike Fair! The date is September 28th, and the place is the Ann Arbor Bank on Liberty. Following last year's successful fair, the bank is sponsoring a second one which promises to be even better. There will be a bike-decorating contest for the youngsters, a drawing for bikes to be given away, demonstrations of riding skill on high-wheelers, and, of course, booths for bike dealers and organizations.

AABL will again run a proficiency and safety test course; last year's was very well attended and gave us a good opportunity to encourage the development of safe riding techniques for survival in traffic. We have plans for improving the course this year and will need a lot of help in running it. Please save that day to help us with this important event. JR

WATCH FOR GRAND OPENING

Construction is in progress and should be finished by October 1st on final links of a continuous bike path from the center of Ann Arbor to the edge of Ypsilanti. This will be cause for celebration. Until now we have seen only fairly short pieces of path, but soon we will be able to enjoy a real network of connected paths. Opening the Packard path will be a milestone in other ways; it is the first to be constructed with the cooperation of the city, the County Road Commission and County Board of Commissioners, and two townships, Pittsfield and Ypsilanti.

We would like to give proper recognition of this event with some sort of ceremony. The Road Commission has already indicated an interest in a ribbon-cutting when their part of the work is finished, and we would like to combine this with some sort of social occasion for AABL and the other people involved. If you have ideas and would like to help, please call Jerry Rees at 663-1150. JR

FEDERAL FUNDS A HOAX? YES!

In last October's issue of the AABL Newsletter, we raised the question about federal funds for bike paths actually being a hoax. Congress had authorized spending \$40 million a year from the Highway Trust Fund, thereby winning the praise of their bicyclist constituents. But the actual spending had to be done by local road people, and guess what? Only \$1 million out of the \$40 million got spent.

Now here is chapter two of that sad story. This year the big-spending Congress "authorized" another \$10 million, this time out of general funds. It works out to about 5 cents per person. But President Ford has said that he will not actually spend the money, because it would be inflationary! Subsequently he signed a bill raising Congress's pay by 8%, along with that of Vice-president Rockefeller and others, the total cost being \$52 million. This, of course, is not inflationary. JR

ANN ARBOR BICYCLE LEAGUE
417 Detroit Street
Ann Arbor, Michigan 48104

PEDAL TO PEEL POUNDS

Bicycling is a good way to get in shape and stay there, providing you work at it! So says Dr. John Finkenstaedt, a cardiologist and associate director of the Life Extension Institute in New York in an article which appeared in the July 23rd issue of the Ann Arbor News. Dr. Finkenstaedt, who bikes over 100 miles on weekends, suggests that if you use the easiest pedaling gear you won't get much out of cycling. He echoes suggestions by Dr. William Haskell of the Stanford Heart Disease Prevention Program, who says that bicycling should be for exercise, not transportation, if your interest is conditioning. He directs cyclists to "pedal at a quick, rhythmic pace, preferably over a route with hills in it. Avoid streets with frequent stoplights or heavy traffic. On a ten-speed bike, lower the gear ratio to maximum pedal resistance to force you to work harder." ¹

If you are biking to lose weight, the table below may help. Some of the figures come from the Ann Arbor News article; others are from a Fitness Finders data table. The numbers after each activity are Calories burned per hour.

Activity	Individuals	
	110 lb	165 lb
sleeping	50	75
standing °	105	165
calisthenics	215	339
bicycling (on level)		
5.5 mph °°	190	285
9.5 mph	300	450
13.1 mph	470	750
walking		
4.5 mph °°°	285	447
running		
5.5 mph	462	726
7.0 mph	601	945

- ° light activity
- °° a crawl!
- °°° a trot!

You may despair that biking around town to work and play does not give you as much exercise as you had hoped, but think of the positive side: biking is a very energy-efficient mode of transportation! AH

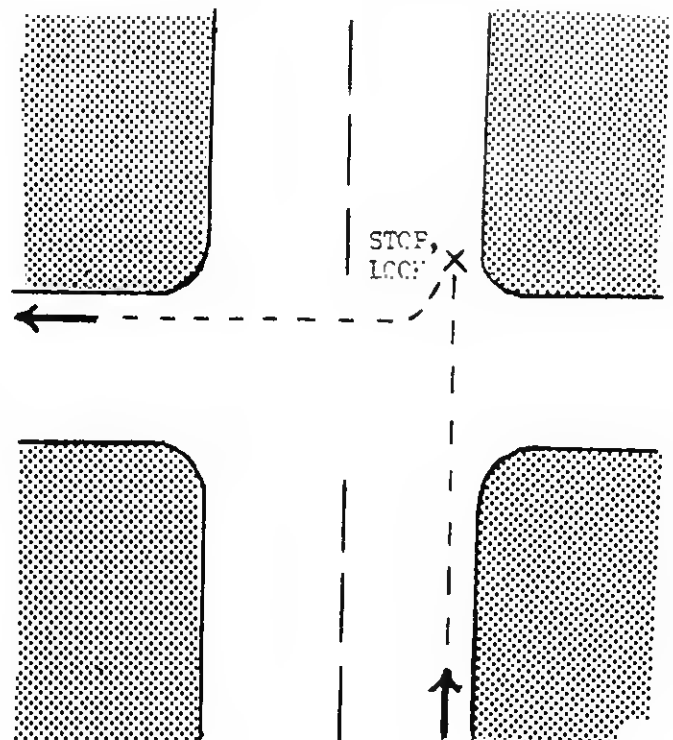
¹ Better Homes and Gardens, Jan. 1975 p.6

BICYCLE PATHS AS ALTERNATIVES

It was noted in a recent technical paper that "Bicycle path construction as an alternative mode of transportation has been proposed as a strategy to reduce vehicle miles traveled for several transportation control plans." The paper, entitled Carbon Monoxide Exposure to Boston Bicyclists, dealt with the feasibility of putting paths close to thoroughfares which might have carbon monoxide levels dangerous to cyclists. It was found that CO ranges for cyclists on main thoroughfares did not exceed EPA standards, so that bicycle paths could be planned along direct commuting routes that allow room for separation of cyclists and motorists, at least in the Boston area.

We thank Carol Chaney for sending us the abstract of this paper which was presented at the 68th annual meeting of the Air Pollution Control Association. (Carol is working on air pollution measurement in St. Louis this summer.) AH

SAFE LEFT TURN



THOUGHTS ON THE L. A. W.

I joined the League of American Wheelmen for two reasons: first, I was convinced by people I respect that it is a worthwhile organization, and second, I wanted to receive their bulletin each month. I offer these thoughts in the hope that they will stir up some discussion.

First of all, it seems to me that the LAW types spend an inordinate amount of time and effort planning and talking about century rides. Why anyone would want to ride a hundred miles in one day, other than to bask in the admiring looks of those you tell about it, is more than I can imagine. Do you really enjoy those last fifty miles, or do you keep on just because it would hurt your pride not to? Why not just choose a route of some reasonable length, and take the time to enjoy it?

Next, the LAW inherited a fine old name from the days when biking was a craze sweeping the country in the 1890's; at that time the organization fought for decent roads for bikes and equitable legislation. Present membership is a puny handful compared to the potential of probably close to a hundred million bicyclists in the country. Why? Partly because of the afore-mentioned preoccupation with century rides, mostly because the leadership is out of touch with the things that really bug ordinary day-by-day bicyclists. They originally took a

hard-line opposition to bike paths because they were afraid (perhaps rightly so) that as soon as paths were built, bikes would be banned from the streets. But in the process they lost sight of the fact that most bicyclists don't want to take off across the country on a ten-speed; they just want to get to the store without getting knocked off the road by a truck, or have their bike stolen while they are gone. Most bicyclists are a pretty apathetic bunch, but if they get mad enough they'll organize -- and it won't be the L.A.W. they join.

Finally, why doesn't the L.A.W. speak out on issues? The problems of bicyclists are going to be addressed at the level of local, state and federal government; have L.A.W. leaders taken the trouble to learn about how the political process works? Why aren't they in there fighting in Washington with the newly-formed National Bicycle Coalition? A simple example of useful political action: why not get out and work for legislation outlawing non-returnable bottles and cans? No single group stands to gain more from a reduction in roadside litter than do bicyclists. And why not get over this hangup on bike paths? We are going to have them, other countries have them, and it is time we learn to live with them.

Now, if that doesn't stir up a few angry letters, I'll be disappointed!

JR

PLEASE FILL OUT AND MAIL TO 417 DETROIT STREET, ANN ARBOR 48104

1. Do you use bicycle paths in Ann Arbor.....regularly? () yes () no

occasionally? () yes () no

2. If yes, why? If no, why not?

3. What do you especially like about using bike paths?

4. What do you especially dislike about using bike paths?

5. Can you suggest other routes where bike paths should be built?

6. Where would you like to have individual curb ramps or short connecting links constructed?

Name and phone no. (optional)

QUEEN JULIANA NO NOVICE BIKER

Queen Juliana of the Netherlands rode her bicycle ten miles to mark the start of a four-day tour for 15,000 bicyclists, according to a recent news item in Time Magazine. The bias of the author of the article may have caused some readers to miss a couple of important points about the event. The author says the Queen "wobbled" and after the ride, said "phew!". The implication in the story as well as the accompanying picture was that this is a slightly ridiculous thing for a queen to do. The fact is, of course, that the queen is an accomplished rider and bicycles regularly, as do the other members of her family and most other people in the Netherlands.

The real news in the story is that 15,000 Dutch people had gathered in one place to start a four-day bike tour. A little arithmetic will make the point: if a like proportion of the people in this country had been involved, it would have meant a gathering of 277,000 bikers. Can you imagine that?

The actual proportion of bicycle owners is not so different in the Netherlands and in the U.S., about 40% here and 46% there. The difference is that they use their bikes. This fact combined with an excellent public transportation system meant that when the Arabs declared a total embargo of oil against the Dutch last year, a much more drastic curtailment of supply than here, life went on pretty much as usual. It is possible to lead the good life in a highly advanced culture without slavish dependence on the automobile. JP

A SIMPLE PATH WILL DO

An article reprinted from the Vermont Environmental Report chronicles the problems Vermont cyclists are having getting bike paths. They have formed a Vermont Bikeways Coalition to push for bicycle legislation to recognize bicycles as a serious alternative mode of transportation and to commit local, state and federal funds to provide bike routes and ensure bike safety. The Vermont General Assembly has authorized a comprehensive study on bicycling in Vermont (completed this past January) and has enacted a law that permits the State Highway Department to spend state and federal highway money for construction of bike routes, so some progress has been made.

However, no Highway Department money has been spent even though Vermont has been legally empowered to spend money for bikeways since 1966. The funds are there but the state hasn't taken the initiative, according to a division engineer for the Federal Highway Administration in Montpelier. The response of Commissioner John Gray of the State Highway Department is that they are obligated by the legislature to carry out projects which already exceed their funding and they can't spend the same money twice. Gray adds,

"I think bicycles are a traffic hazard and should be confined to separate roads built for that purpose." (1) It seems he would bar bikes from any road carrying motorized traffic.

The article ends on a positive note, however; if strong public support for bicycles continues, the prospects for financial assistance to bicycle travel are good. We certainly hope that for Vermont and Michigan alike. And we add a further wish for Vermonters --- that Commissioner Gray get a bike for Christmas.

AH

COUP FOR CAUTIOUS CYCLIST

George Bator, jr, a bicyclist from Greeley, Colorado, was named winner of the Safe-Driver-of-the-Month contest in the Denver Post on June 1st. He was nominated by a State patrolman who was impressed with Bator's adherence to safe riding practices. On the day he was observed, Bator was wearing a bright orange back pack, was riding on the far side of the road and was highly visible to motorists on the highway. He stopped for a signal light at an intersection and carefully checked traffic before crossing when the light turned green. When a vehicle making a right turn pulled abruptly in his path Bator came to a near-stop and waited for

the vehicle to pull safely ahead of him. Bator's actions may seem elementary to the many bikers who observe safety; however, we are painfully aware of scores of cyclists in Ann Arbor who blithely ignore red lights, one-way streets, pedestrian right-of-way, and the like. Perhaps a bit of Safe Driver (and Biker) publicity such as that used in Denver could help Ann Arbor motorists and cyclists improve their driving habits. The Denver Safe Driver-of-the-Month contest is sponsored by the Denver Post, United Bank of Denver and the Colorado State Patrol. A \$50 U.S. Savings Bond goes to the winner each month. AH

Here is a neat idea we picked up from the Ecology Bulletin, an excellent newsletter put out by the Delaware Friends for Bikeecology: how about a tax deduction for bicyclists? The rationale is obvious: we use less of the expensive services society provides for motorists; we produce less air pollution and noise pollution, consume less of our irreplaceable resources, and probably require less medical care. Now, don't be bashful about lining up for your tax break; it's right in style. Farmers, business men, railroads, oil industry, everyone's doing it. Even the members of the National Rifle Association get free ammunition from the Defense Department to encourage their sport.

Speaking of tax breaks, it is interesting to compare the current discussion of proposed expansion of the Ann Arbor Airport with the debate over spending money for bike paths two years ago. We felt that the proper approach was to go to the voters, and so we asked for and won by substantial margin a bond issue for \$200,000 which is about \$2 per bicycle, spread over a ten- to twenty-year period. In contrast, the city subsidizes out of tax money each airplane based at the municipal airport to the tune of \$1200 per year, all done without a vote of the citizens! Proponents of the airport claim that its operation is self-supporting, but they carefully avoid mentioning that a huge debt for past construction which was supposed to have been paid back from revenues is instead quietly incorporated into the city's general debt fund, paid by a tax increase which does not have to be submitted to the voters.

The Civic-Booster syndrome requires that we have a jet-size airport, whatever the cost. Will we ever come to realize that a more appropriate source of pride might be an excellent network of bike paths, a quieter city and cleaner air? JR

WATCH FOR IT IN "BICYCLING!"

We were glad to see that three items from our last newsletter were quoted verbatim in Bicycling!, a handsome national magazine with obviously good editorial taste. We were a little sorry that only one of the items was credited to us, but we certainly don't mind being quoted. Just remember you saw it first in the AABL Newsletter! JR

We print pious pamphlets urging children to ride their bikes safely; we talk about safety, but what does it really take to change the behavior of a child? It is fairly easy to teach rules of safety by rote, as you would the multiplication tables. But remembering or wanting to apply those rules in traffic is quite another thing. Staying alive in traffic requires constant alertness, and this is not easy to impress on a child unless he feels it is something extremely important. Children do not necessarily assign a high priority to an action because an adult says they should.

In the Netherlands, all children at the age of twelve are given both a written test and a road test supervised by parent volunteers. This is a major event in a Dutch child's life, something like confirmation or bar mitzvah. A certificate is issued which, although it does not have legal force, is considered a most significant achievement. There is no doubt in a Dutch child's mind that riding a bike is serious business, and you can tell it by the way they ride.

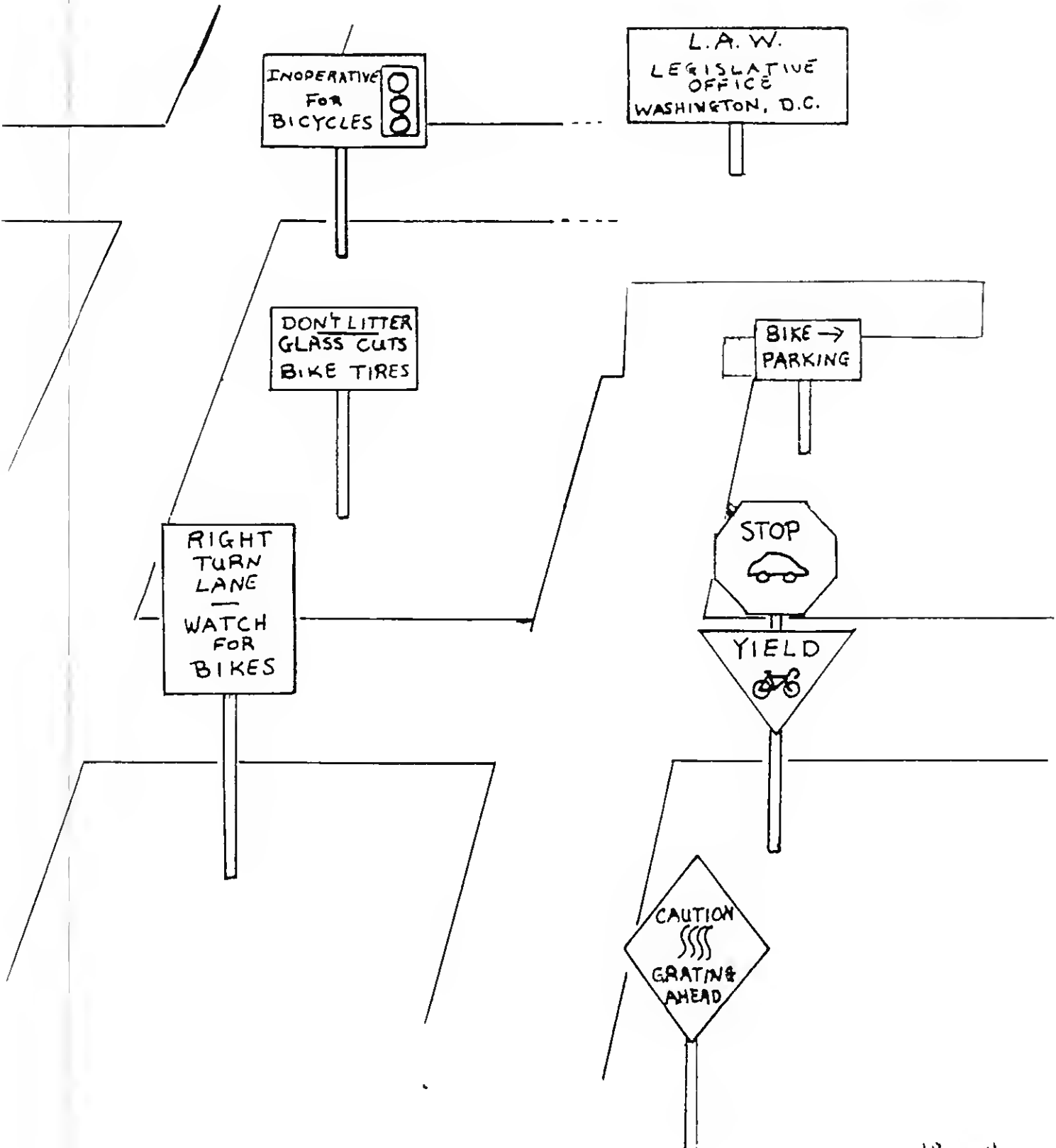
Being certified to ride a bike in traffic should be regarded as even more important than the first driver's license. It marks a child's first entry into the adult world of wheels. It comes at a time when basic attitudes about behavior in traffic are first being formed. We pour millions of dollars into driver education in high schools, but much of it comes four years too late.

What does it take to sell such an idea to school and city officials? The relatively few members of bicycling organizations can't do it. Prestigious groups like the American Automobile Association might, but they are too busy selling insurance. Fraternal do-good groups like Rotary or Kiwanis might, but they still think of the bike as a toy.

Short of an effective school program, it is up to parents. Consider this, Mom and Dad: by buying a bike and riding it with your children, you may save their lives. Kids learn from their parents' example; they need adult models for safe biking just as for driving and other adult responsibilities. Learn the rules and see to it that the whole family rides safely. JR

Material for this newsletter prepared by Ann Hunt and Jerry Rees; your comments are welcome.

SIGNS WE'D LIKE TO SEE



A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

Bike Fair Special

BIKE PATHS SAFE?

Many people oppose the construction of bike paths because of the feeling that paths are hazardous, particularly at intersections. Clearly, in a traffic world dominated by the automobile, no bike path would be completely safe unless it were a limited-access bike freeway with interchanges at each corner. The closest we have come to that are paths on abandoned railroad right-of-ways, and unfortunately they don't usually go where we want to go.

The real question, which is very hard to answer, is whether we are safer on a bike path than on the street. Since there are no meaningful statistics yet, discussions like this are carried on largely at an emotional level. Recognizing this, let's approach the question from a different angle: What would be the long-range effects of building or not building bike paths?

If we don't build bike paths, bicycling will continue to be limited largely to children and to casual recreational use. Relatively few people take bicycle transportation seriously enough to want to mix with cars on busy roads. If we do build bike paths, based on limited evidence from cities that have them, it appears that increasing numbers of adults will use bicycles for commuting and errands. Apparently beginning bicyclists feel safer on bike paths, whether the statistics support their feelings or not.

The Ann Arbor Bicycle League has worked for bike paths because we believe they are safer than busy streets, and because we believe that more people will leave their cars home and ride bikes if there are bike paths available to them.

The Ann Arbor Bicycle League is a group of local citizens of all ages who are concerned with encouraging the use of bicycles for transportation as well as recreation. It was formed in 1970 in response to a number of problems which were confronting local bicyclists, such as competing with autos in traffic, parking and storage facilities, and misunderstandings between motorists and bicyclists resulting from lack of knowledge and understanding of the rights and responsibilities of bicyclists.

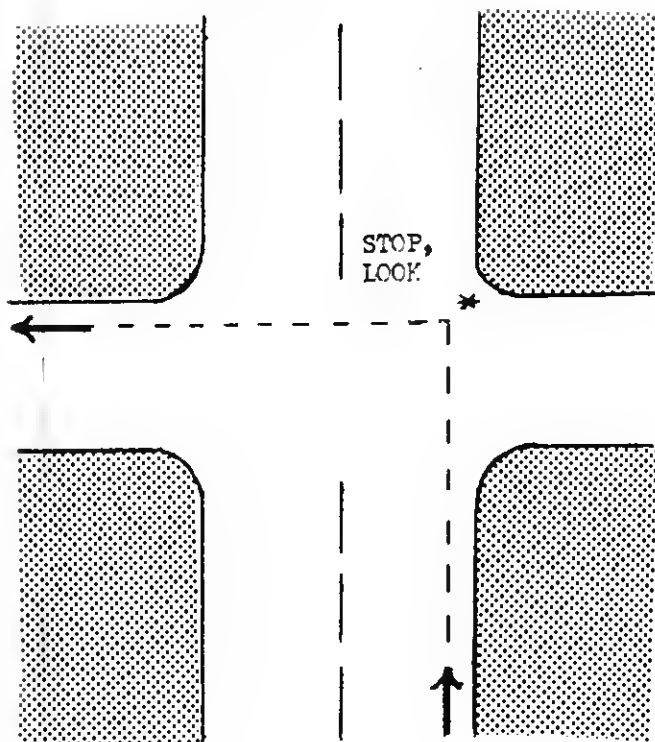
Emphasis in the League has always been on getting problems solved, rather than such mundane things as electing officers, writing constitutions and raising money. We work through informal task forces which anyone is welcome to join, moving to attack each problem as the opportunity arises. Activities are directed by a loosely organized steering committee which meets on call. Meetings are usually announced in the Sunday edition of the Ann Arbor News, on Doug Fulton's conservation page. More information can be obtained by calling the Ecology Center, 761-3186, or writing to us at 417 Detroit Street, Ann Arbor 4810.



"Uh, can I use the bike tonight?"

DUNABIN, FIELD NEWSPAPER SYNDICATE

SAFE LEFT TURN



*Note: stop at a point where you will be clear of traffic, and look for cars from all directions.

ARM SIGNALS

LEFT TURN



RIGHT TURN



SLOWING DOWN & STOPPING



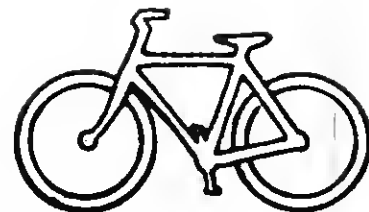
PLEASE FILL OUT AND MAIL TO 417 DETROIT ST, ANN ARBOR 48104

1. Do you use bicycle paths in Ann Arbor.....regularly? ()yes () no
occasionally? () yes () no
2. If yes, why? If no, why not? _____
3. What do you especially like about using bike paths? _____
4. What do you especially dislike about using bike paths? _____
5. Can you suggest other routes where bike paths should be built? _____
6. Where would you like to have individual curb ramps or short connecting links constructed? _____
7. Would you like to be a sustaining member of the Bike League? ()yes ()no
If so, please send a check for \$1 or more to help pay for the newsletter.

Name _____

Address _____

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 6, NUMBER 1

JANUARY, 1976

FEDERAL FUNDS FOR BIKE PATHS

A major step was taken last month toward financing a county-wide system of bike paths as federal highway funds were earmarked for non-motorized facilities by the Urban Area Study Committee (UATS). This body has the responsibility of allocating federal funds which come into the Ann Arbor-Ypsilanti urban area for transportation. In a far-reaching decision after months of study, UATS voted to reserve 4% of FAUS (Federal Aid to Urban Systems) funds for bikeway construction. Representatives of the AA Bike League had participated in the discussions and had urged an allocation of at least 5%, whereas the County Road Commission had proposed 1%. The committee also voted to reserve 11% for public transportation facilities. The action of the committee is consistent with both federal and state guidelines which specify that long-range plans for transportation in urban areas include provisions for multi-modal facilities.

The Bicycle League was particularly gratified that its representatives had the opportunity to take part in the committee's deliberations and that its contributions were given serious consideration. The sustained efforts of groups like the Bike League are beginning to make an impact on the decisions of transportation planners.

The workshop is planned to be done by 2:00 P.M. so people can get to other commitments in the afternoon. Participants should bring their own coffee mug and a sack lunch. There will be movies and displays during the lunch break.

TRANSPORTATION WORKSHOP SATURDAY

Transportation planning will be one of the major topics for study in the second of two workshops on urban ecology being presented by the Ann Arbor Ecology Center. It will be held on Saturday, January 24, at the Calvary Presbyterian Church, 2727 Fernwood. The opening address will be by Guy Iarcom, director of Ann Arbor Tomorrow, at 9:15 A.M. Preceding this will be coffee and registration from 8:45 till 9:15.

Starting at 9:30, there will be concurrent sessions, one on water resources and management, the other on transportation. Cecil Ursprung, study director of the Urban Area Transportation Study Committee (UATS) will lead a discussion on Transportation: a Two-Way Street. Following a lunch break at 11:15, Martin Overhiser, Director of the City Planning Department, will discuss the transportation phase of the downtown plan. This will be followed by a panel discussion with Karl Guenther, AATA, Hal Smith, AABL, Harlowe Olson, Wilkinson Luggage Shop, and Fred Mayer, U of M Planning Office.

The emphasis in these workshops is to provide persons concerned with problems of urban ecology with the tools and skills to work toward rational solutions to the problems. The first workshop was well attended and extremely well planned. Next Saturday's sessions promise to be even more helpful for those of us specifically concerned with transportation problems; AABL members took an active part in planning the sessions and providing leadership.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

Jerry Fees
521 Scio Church Rd.
Ann Arbor, MI 48103

FIRST CLASS MAIL

NEW PUBLICATIONS

Michigan Bicycle News published its first issue in December. This new newspaper is "the first attempt to provide bicyclists and bicycle dealers with regular, thorough, and accurate information on all aspects of bicycling in the state."

The contents of Vol. 1 included: a letters to the editor page, bike safety notes, a statewide bike pathway construction update, and touring and competition information. Additionally, there were contests, bike oriented advertising, and offers to help clubs get started and ideas for school programs. The editors, Pat and Phil Johnson, would like to establish files of all bike clubs, tours, events, etc. so that Michigan Bicycle News can act as an information exchange for clubs and individuals.

Distribution of MBN is through dealers (30¢ per copy) and by subscription (\$3.00 per year). Amateur Sports Promotions is the owner and publisher of MBN. The next issue, Vol. 2, will be "on the stands" the last week in January. The feature article will be "Bike Centennial '76." Complete information on the cross U. S. tour will be given.

To subscribe, send a check or money order for \$3.00 to:

Michigan Bicycle News
2680 Julianne Drive
Saginaw, MI 48603

A delightful little booklet called "Detroit Bike Paths" has just crossed our desk. It is subtitled, "being several journeys in and around the city....with historical and architectural notes." I learned a lot of interesting things about Detroit from it, and now am anxious to plan a trip or two around Detroit when the weather breaks. You can get the book for \$1.50 by writing to Tom Holleman, Harrington Road, Rochester, Mich. 48063.

Material for this newsletter has been prepared by Tina Beyer and Jerry Rees. Your comments are welcome.

The article on the next page was reprinted from the January, 1976 issue of the League of American Wheelmen Bulletin. We appreciate their granting permission to do so. We think the article reflects the matter-of-fact attitude toward utility biking which we would like to see more of. We will be happy to print notes from readers who are willing to share their experiences or problems encountered while bicycling.

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If so, please send a check for \$1 or more to help pay for the newsletter.

Name _____

Address _____

If You'd Rather Bike - Do It!

Alan Stagg - Pascagoula, Miss.

I would like to add some comments to the "Tips On Commuting" by Dale Hugo in the October L.A.W. Bulletin.

From 1934 to 1950 I lived in England, which is the original home of my parents and their families. At that time, virtually none of the working class owned cars. Some had motorcycles, and there were a few mopeds. The universal working man's transportation was a "utility" bicycle. Typical of the breed in the pre-war era, was my father's ancient 28" wheel Raleigh "Tourist," which is still manufactured virtually unchanged and is sold in the U.S.A. today. My father was "works superintendent" at a diesel engine factory 10 miles across town. He rode to work each day, all year around, hauled seed, manure and garden tools to our "victory garden" 3 miles away on weekends, and brought back fresh vegetables.

My mother and her bike looked very much like the lade on p.13 of the October Bulletin. Her daily routine was to ride about 5 miles to town and bring back groceries for the family, plus other shopping needs.

I rode a nondescript bike about 4 miles to school. My grandfather rode his Raleigh "Sports" model 16 miles to work until he was 75 (yes, 32 miles a day). This same model is sold in the U.S. today as the "Superbe." All these bikes were equipped for all weather operation, night or day, and were able to carry a good payload with reasonable ease and comfort, and did not require any special clothing to be worn--i.e. full length chain guards, and my mother's bike had strings radiating from the rear dropouts to the fender to prevent clothing catching in the rear wheel. The bikes not only had full fenders, but the front fenders had rubber flaps at the bottom which cleared the road by about 4 inches to keep water and sand from being sprayed onto the feet and chainwheel. Sturdy luggage carriers capable of carrying a good load of books were standard. My grandfather, being a carpenter, had a large wooden box he could mount on his carrier. Long items, such as garden tools, were strapped to the top tube.

For the past year, I have been riding 18 miles to work and bringing home all necessary groceries, including bottled water 14 miles on the return trip. Every other week I take my laundry 5 miles to the laundromat in two heavy duty plastic trash bags. I wheel my bike right up to the machine and unload, and reload directly from the dryer with the exception of wash-and-wear items which are first folded and then laid on top.

I work the second shift, so I come home at about 2 a.m. I have tried all kinds of lights: we don't have any really good ones. Generators became wearisome to push after the miles began to pile up, and in wet weather they would skip and flicker and gouge bare spots in the tire. So, I went to batteries. I finally found one that was reliable, but it doesn't give out much light. I just use it as needed, when approaching an intersection, or when there is other traffic around. Most of my ride has been on a long, deserted country road. I found I could see more if I left the light off and allowed my eyes to become accustomed to the dark.

I wear a hat at night, and tilt the brim down to keep headlights out of my eyes. I have large pannier type baskets and this provides plenty of space to mount large red reflectors facing aft, which are extremely visible to cars at night as they come up behind me--so I dispense with the faint glow of electric tail lights. I know the road I travel very well, so I know the bumps and chuckholes to avoid in the dark. I avoid glass as best I can by riding in the area that is constantly mashed by car tires. I have it easy because there is virtually no other traffic on the road, after I leave the well-lit city streets. (I now have moved only 3 miles from work--mainly due to repeated

burglaries while I was absent out in the country. My present landlord, who is there all the time, has an enormous German shepherd that I don't think anyone is going to mess with.)

My utility bike is a Schwinn "Suburban," which is strong, comfortable, easy to pedal under all conditions, has a wide, stable, brazed-on kickstand, and is ideally suitable for the addition of heavy cargo carrying equipment. It follows closely the time-tested standard configuration for utility bicycles in countries where people depend on the bicycle--not the car--for all of their transportation and light hauling needs, but I think the American product is more reliable mechanically, easier to pedal, and has a more stable kickstand.

For wet weather, I carry a large heavy-duty plastic trash bag, with slots cut in it for head and arm holes. This keeps my body dry--I just let my arms and legs get wet. I have a change of clothes at work, but all I have ever used was the socks. The rest was always practically dry by the time I arrived--wind and body heat soon evaporated the moisture--but some day I won't be so lucky.

The trash bag can be inexpensively replaced as soon as it gets dirty or worn. Rain suits were too hard to pedal in and kept in too much heat. The pants part kept breaking loose and coming down. The English use a cape which attaches to the handlebars with thumb loops, but I have a light, horn, gear shift, and ammonia syringe on the handlebars the I don't want covered up. I am not a red jacket, safety flag and helmet freak--millions of cyclists in all the rest of the world have gotten along fine without them, but I have a convex rear view mirror obtained by breaking out the glass and cutting away the rim of a regular bike mirror to leave a flat disc, then gluing on a convex truck mirror with "Scotch Super Strength Glue." This gives me an excellent view of the road at all times.

Of course, I obey the same rules of the road that motorists should. Every 6-year-old child in England or Japan comprehends this, but it seems to be so hard for many Americans to grasp. Of course, I assume that most motorists are dreaming and hypnotized by the road. They see what is directly in front of them but not much else. They don't think much, but they react instinctively and mechanically to standard situations, so don't surprise them. At intersections, don't assume they have seen you unless you catch their eye. Most motorists will, when coming from the opposite direction, suddenly cut across the street in front of you to enter a driveway. Or, if they are coming from behind, will make a great effort to pass you before making a right turn--even if it means making the turn on two wheels. So, one has to be ready to stop and applaud while they perform these dangerous stunts. Don't try to seize the right of way from them. They are very jealous about this, even when it isn't theirs. Around here, more trains than bicycles get hit by cars. Maybe the locomotives should carry a bike safety flag so that motorists can see them.

The foreign worker looks at American wages and concludes that all Americans are rich but, considering what most people spend on cars, we are poor. Consider the amount of capital you have tied up, loan interest, depreciation, maintenance, insurance, increasing prices, and fuel scarcity, and figure cost per day and per mile. Also figure mental and physical cost of a sedentary life behind the wheel. For the times I really need a motor vehicle I rent one from rental agencies listed in the yellow pages: \$12/day, 12c/mile plus gas.

So my view is this: If you would really rather be riding a bike--why not do it? With a little ingenuity, it can not only be done, but you can really beat "the system" and come out ahead. The key is the "utility" bike with a good payload capacity plus reasonably adequate performance for the distance to be covered.

There are many League members who commute to work. Let's hear your ideas and experiences.

Ed.

LAW DIRECTOR ANSWERS CRITICISM

We received several good replies to the criticisms we expressed in our last issue regarding the League of American Wheelmen. We are especially grateful to Gregg Neff for his letter, reprinted below. Gregg is a member of the Board of Directors of LAW, long-time sustaining member and friend of the Ann Arbor Bicycle League, and house-parent at Foote Hostel.

Dear Friends in the Ann Arbor Bicycle League, I was pleased to see your very thoughtful letter on the League of American Wheelmen published in your last newsletter. Some very constructive points were made. For example, "Why isn't LAW working with the Washington-based National Bicycle Coalition?" An excellent idea and the first time I learned of this group. "How about LAW supporting the outlawing of non-returnable bottles and cans?" In the next issue of the LAW Bulletin following this suggestion, Morgan Groves, LAW Executive Vice-President did exactly that.

If you think LAW members shun rides shorter than 100 miles a day you are wrong. I estimate that over 90% of the rides of LAW-affiliated bicycle clubs short, run at a reasonable pace, and are free or at low cost. But clubs do not advertise these rides nationally. The reason the LAW Bulletin carries many announcements or reports of century (100 miles) rides is a simple one. Century rides require a great deal of effort and expense to organize. Bike clubs promote these centuries in many ways: fliers, newspaper ads, radio announcements, and national publication in the LAW Bulletin. Much promotion is necessary in order to attract enough riders including many from far away to make the expensive preparation worthwhile. Most cyclists benefit from century announcements in the LAW Bulletin by learning that a club exists and being able to use the address listed to get the club newsletter which publicizes the many shorter rides. And don't blame the poor fellow who writes up the past century event. He's proud of the accomplishment and happy he can sit down on a hard desk chair again.

I must object to a question, "Why doesn't the LAW speak out on issues?" because the LAW does. The LAW is the only bicycle connected organization I know of that has published an explicit platform with goals and objectives for all to read. Why doesn't the AABL do this?

In fact, the LAW's position on bikeways --- that the designation of any path, no matter how poorly designed and constructed or poorly maintained should not remove the cyclist's right to ride on the street surface --- was complained about in the AABL newsletter. To

be fair to the AABL writer, however, the negative language originally chosen for this LAW platform item was poor. Many interpreted it as anti-bikeway. The volunteers who wrote the platform had no intention to be against bike paths. There was never any controversy among LAW leaders on this point, and a change in wording was speedily carried out.

One reason the LAW prints the Bulletin is to speak out on issues. The "Listening Post" pages print members' letters. There are guest editorials, columns by the editors, the president and the Executive Vice-President. LAW speakers and representatives are presenting the main voice for bicycling in front of commissions, conventions and legislative committees nationally.

The reason I support the LAW is because it is the national organizational framework which is necessary to lobby effectively in favor of bicycling. All that is needed are the people, both leaders and followers, to fill in the holes that make up a framework. The fine old name is nice but as far as function is concerned, it doesn't matter what you call the national bicycling organization. All that matters is that each cyclist support it.

Does the new National Bicycle Coalition have any constituent support? The only effective way to convince politicians to change existing ways of doing things is to show them grass roots support from the people who elected them. This is the reason we need the LAW. This is the reason the LAW needs your support.

Gregory Neff

Thanks, Greg. If any readers would like to follow through on Greg's comments, you can join LAW for \$8 by writing to them at
19 S. Bothwell, Palatine, IL 60067.

SEE VERMONT BY BIKE

Want to take a great bicycling vacation, one where someone else does all the worrying and you just pedal through beautiful countryside and stay in village inns?

Vermont Bicycle Tours is an organization led by John Freidin and designed to enable people to enjoy the beautiful Vermont scenery without the problems often encountered on bicycle tours. John arranges for food and lodging in small inns, plans routes that minimize traffic worries, carries luggage in a sag wagon, and fixes flats. As a fringe benefit, John has a remarkable knack for keeping people happy and entertained, drawing on his varied experiences from teaching history at Middlebury College to tapping maple trees in the Vermont sugar bush country. He offers tours lasting from two days to two weeks, and rents good ten-speed bikes to those who need them. You can write to him at R.D.2, Bristol, Vt 05443.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 6 NUMBER 2

MAY, 1976

BIKE - A-THON COMING . . MAY 16!

The fifth annual Ecology Center Bike-A-Thon, for which AABL serves as co-sponsor, will be held this year on Sunday, May 16, weather permitting. Again this year, there will be two routes: a City Loop of 11.0 miles, and a County Loop of 27.3 miles. The City Loop utilizes bike paths for much of its length; starting at Farmers Market, the route follows Fifth Avenue south to Packard, and then makes use of the Packard bike lane and sidewalk bike path to Elmwood, one block east of Platt Road. It proceeds north on Elmwood and Huron Parkway, most of which now has a completed bike path, to Hubbard. From there the route crosses North Campus, and returns to Farmers Market along Fuller, Wall, Division, Summit, and Fifth Avenue. Check points will be at Stone School, Scheffler Park, and the corner of Hubbard and Hayward.

The County Loop returns to the popular routing used in the first two Bike-A-Thons. This loop goes from Farmers Market out Huron River Drive to Dexter, then south via Baker, Jackson, and Parker Roads to Scio Church Road. After returning to Ann Arbor on Scio Church Road, the cyclists will utilize Seventh and Miller to reach Farmers Market.

SEE "ONLY ONE ROAD"

"Only One Road" is an outstanding film which deals with the problems resulting from mixing bikes and autos in traffic. The photography is sensational; the scenes of mishaps and close calls shot from the bicyclist's point of view are heart-stopping. By all means, see this film, and get all your friends to see it too. It will be shown a number of times around the area, including Wednesday, May 5th, at the meeting of the A³ AYH. It will be at the International Center, 603 East Madison, at 8:30 PM.

Check points for this loop will be in front of Lakeland Press on Huron River Drive near Dexter, near the corner of Parker and Scio Church Roads, and at the corner of Scio Church and Seventh Street. Cyclists may begin (and finish) at Farmers Market or at any of the other check points for either loop.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

We noted a recent letter to the Ann Arbor News from an irate pedestrian who had been almost run down by a bicyclist on the sidewalk of Main Street in Ann Arbor. While we are sure the offending cyclist couldn't have been an AABL member, we would still like to add our own urging that all bicyclists respect the rights of pedestrians when using the sidewalk.

In Ann Arbor, and throughout Michigan, more and more sidewalks are being equipped with curb cut ramps. These are for the benefit of the handicapped, baby strollers, etc., and do not necessarily imply that the sidewalk is a bike path. Recent changes in the law do give cyclists the right to ride on most sidewalks, but we must remember that the primary purpose of a sidewalk is to provide a safe pathway for pedestrians. Many pedestrians feel almost as vulnerable relative to a bicycle as the cyclist does relative to an automobile. Therefore, on any sidewalk, even if it is designated as a bike path, give pedestrians as much room and warning as possible.

BIKE CLUBS EXCHANGE NEWSLETTERS

The Ann Arbor Bicycle League exchanges newsletters with many other groups. These newsletters make extremely interesting reading. We have talked from time to time about setting up a library of bicycling materials, possibly at the Ecology Center if they have room. Does anyone want to work on this project?

Among the newsletters we receive are:

- Genesee Wanderers (Flint)
- Slow Spokes of Macomb
- Tricounty Bicycle Ass'n (Lansing)
- Chicago Wheelmen
- Delaware Bikeology Bulletin
- Philadelphia Bicycle Coalition
- Bikecentennial
- Ohio Bicycle Communicator (Dayton)
- Washington Area Bicycle Ass'n
- Detroit AYH
- Ann Arbor Area AYH
- League of American Wheelmen
- Citizens on Bicycles (Montreal)

We also hear occasionally from Kalamazoo, Battle Creek, Defiance, Ohio, Windsor, Ont., and many others. One senses a great potential for better communication among bicyclists, which could result in our working together for better cycling.

Sunday morning breakfast rides will be held on alternate weeks this summer. Watch the newspaper for dates and destinations. A note will appear in the Community Calendar in the Ann Arbor News on Friday or Saturday night. We may even publish a schedule for the whole summer if we get around to it.

PHASE III BIKE PATH CONSTRUCTION

The Bicycle Coordinating Committee has announced plans for Phase III of the bike path construction program. To be constructed this summer are the following:

Stadium Blvd. from Jackson to Manchester, sidewalk ramps on both sides for most of the way;
Maple Road, Jackson to Miller, east side;
Newport, Miller to Wines School, west side;
Huron Parkway, Washtenaw to Scheffler Park, east side (route will continue through the park and Elmwood Avenue to connect with Packard)
Green Road, Plymouth to Glacier, east side;
Seventh Street, Stadium to Scio Church Rd, east side;
Eisenhower Parkway, Stone School to King George Blvd (this completes the Packard-Eisenhower route all the way from Briarwood Ypsilanti except for a 300-ft gap at rt. 23 which is to be done this month.)

As of now about half of the \$800,000 authorized in the 1973 bond issue has been spent. Although progress seems slow, the BCC is to be commended for the thorough and careful job they are doing to insure that the city gets the greatest possible good from the limited money available.

People continue to raise questions about the relative merits of street lanes, sidewalk paths and separate paths. There are no easy answers; each route must be evaluated on its individual merits. Separate paths now cost up to \$50,000 per mile, even when right-of-way is available. Street lanes are hard to maintain and are resented by motorists. Sidewalk paths are narrow, cause conflict with pedestrians, and make hazardous crossings at intersections. All this must be weighed against the risk of competing with cars on busy streets. Time will tell.

Please continue to send your comments and suggestions for future path construction to AABL or to the Bicycle Coordinating Committee in care of the Department of Streets, Traffic and Planning at City Hall.

Enclosed with this newsletter is a copy of the map drawn by Bob Tanie last year. We suggest you draw in the routes listed above, and keep it for reference, or pass it on to a friend. We hope a new map will be published soon.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 6, NUMBER 3

AUGUST, 1976

VOTERS URGED TO OK PARK PLAN

AABL urges you to vote in support of the County Park Commission's comprehensive ten-year park and recreation plan, to be on the ballot at the primary election on August third.

The proposal includes preservation of recreational land by acquisition of 5 or 6 new park sites; development of safe hiking, biking and cross-country skiing trails; facilities for swimming, boating, baseball and tennis; preservation of environmentally-sensitive and historically significant sites; recreational programs for senior citizens as well as children. A top priority item is a hiking and biking trail along the Huron River.

If voters accept the ten-year program, to be financed by a 1/4-mill property tax, the resulting local dollars can be augmented by

federal and state funds which are now lost because of the lack of required matching money.

The cost to local property owners would average \$5 per year per household, a modest amount to pay for such an extensive and long-needed program. As the county's population increases, demand for parks and recreational facilities will go up even as the amount of available land goes down.

AABL members have participated with Park Commission staff on a number of bicycle-related projects recently, and we are tremendously impressed with the enthusiasm and skill they have shown in developing a recreational program for the county. They deserve your support. Please urge all of your friends to vote YES for parks on August third!

VOTE FOR PARKS AUGUST 3

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

Two hundred professional urban planners and transportation experts from five countries gathered in Toronto on July 14-16 to discuss the planning, design and implementation of bicycle and pedestrian facilities. Jerry Pees, AABL Steering Committee member, attended as an observer, and came back impressed both with the amount of accumulated expertise in bike facility design and with the number of unsolved problems in the bicycle transportation field.

Although all of the people there were committed to the development of better biking facilities -- most were active bicyclists themselves -- there was realistic recognition of the belief that bicycling would probably not make a major impact on the overall transportation system, at least in the U.S., unless strong disincentives for automobile use were in effect. However, many examples were cited of communities which have developed and are implementing ambitious bikeway plans.

Accident prevention and safety education were major topics. Statistics on bike accidents are hard to get, but one speaker said 90% of accidents were at intersections or involved turning movements. In accidents involving children, 40% were on bicycles which were the wrong size for the child. The Province of Ontario has an outstanding safety education program involving schools, TV spots, posters, a safety caravan which goes to county fairs and other events, attractive brochures and bike inspection by police. This program could well serve as a model if Michigan were to decide to take bike safety seriously.

Some interesting research is being done on bike path paving materials. With the cost of eight-foot asphalt paths exceeding \$50,000 per mile, there is a need for less-expensive construction methods. Present paths are built to stand the weight of full-size maintenance trucks; considerable saving would result if the paths had to support only the weight of the bicyclist, and maintenance could be done with small, golf-cart-like vehicles. With proper base preparation, as little as 1 1/2 inches of asphalt would be adequate, instead of the four inches or more presently used. Other paving materials are also under study.

Methods of financing path construction were discussed. The best prospects seem to be federal funds, although even the small amount of federal money now available is going unclaimed for lack of local matching funds. Many communities have simply put up signs for shared use of streets or are paint-

Hopes for a hiking and biking trail from below Ypsilanti all the way to Dexter along the Huron River are inching a little closer to reality. Grant applications for two projects, one from Argo dam upstream to Wagner Road and one from the arboretum downstream to Ypsilanti, have been sent to Lansing for forwarding to Washington. Both grants would require 20% local matching funds, but prospects for this are good. The Washtenaw County Road Commission, as well as the city councils of both Ann Arbor and Ypsilanti, have passed resolutions supporting the applications. Possible local sources for matching funds are the 1/2-percent share of the gas and weight tax, and Ann Arbor's bike bond money. Funds for the preparation of the grant applications were provided by the Ann Arbor-Ypsilanti Urban Area Transportation Study Committee (UATS) for which we are extremely grateful. The work was done by Cecil Ursprung, UATS staff director, and Susan Cooley, assisted by a task force of area transportation officials and AABL members. The very healthy spirit of cooperation in this project speaks well for the future development of a county-wide path network.

ing stripes for reserved lanes. Separate Class I paths seem to be possible only in parks or other existing open spaces.

Mixed-mode transportation problems were discussed. Amtrak is studying the possibility of providing bike storage facilities at rail passenger stations on the Philadelphia commuter lines. Bike lockers at BART stations in San Francisco area communities have been very popular. Airlines have various solutions to the problem of carrying bikes on airplanes, with little prospect for a coordinated effort to improve the present hodge-podge of rules and requirements.

Other topics discussed were the need for better biking maps, the integration of bikeway planning into the overall transportation system, and identification of factors which tend to discourage serious use of bicycles. Although the talks dwelt more on problems than solutions, the fact that so many capable people were working on common problems was highly encouraging.

The following quotation comes to us third-hand and we can't vouch for its accuracy, but it presents an interesting

int of view that is worth repeating. It comes from Ivan Illich's book, Energy and Equity:

The typical American male devotes more than 1600 hours a year to his car. He sits in it while it goes and while it stands idling. He parks it and searches for it. He earns the money to put down on it and to meet the monthly installments. He works to pay for petrol, tolls, insurance, taxes and tickets. He spends four of his sixteen waking hours on the road or gathering his resources for it. And this figure does not take into account the time consumed by other activities dictated by transport: time spent in hospitals, traffic courts and garages; time spent watching automobile commercials or attending consumer education meetings to improve the quality of the next buy. The model American puts in 1,600 hours to get 7500 miles: less than 5 miles per hour. In countries deprived of a transportation industry, people manage to do the same, walking wherever they want to go, and they allocate only three to eight percent of their society's time budget to traffic instead of 28 percent.

at distinguishes the traffic in rich countries from the traffic in poor countries is not more mileage per hour of lifetime for the majority, but more hours of compulsory consumption of high doses of energy, packaged and unequally distributed by the transportation industry.

(One emerging nation determined not to fall into this trap is Tanzania; they are allowing only 300 automobiles per year to be imported into the entire country, and are developing a comprehensive plan for their cities and villages built around a system of bike paths and bus lanes. Ed.)

BIKE DAY ON HINES DRIVE

Edward Hines Drive from Haggerty Road near Plymouth to Ford Road in Dearborn will be closed to all auto traffic on Saturday, September 11 and again on October 9th. This gives bicyclists an opportunity to enjoy one of the very pleasant scenic roads in the area without competing with cars for a day. The

losing is at the request of State Representative John F. Markes and with the concurrence of the Wayne County Road Commission and the Wayne County Board of Commissioners.

An amendment to Ann Arbor's bicycle ordinance has been introduced by Councilman Roger Bertola (Republican, 3rd Ward) which would force bicyclists to use bike paths and not the street when a path is provided. Two public hearings have been held. At the first, six persons including three AABL members spoke strongly in opposition to the proposal, and no one spoke in favor of it. At the second, no one spoke, although two AABL members were present in case questions should come up in the subsequent council discussion. Council discussed the ordinance briefly during a working session, but unfortunately Mr. Bertola was not present to defend his proposal. All the council members present seemed to have a good understanding of the problem of mixing cars, bikes and pedestrians on busy streets, and did not seem to feel that simply trying to ban bikes from the streets was a workable answer. Mayor Wheeler said he felt that a great deal more information was needed regarding accident patterns, maintenance problems, and law enforcement, and that no further action should be taken until more answers were in. AABL members present were pleased with the constructive attitudes shown by council members. It seems unlikely at this time that the amendment will be brought to a vote in its present form.

MIXED-MODE TRAVEL, MISSOURI STYLE

We have received an interesting letter from a reader in Missouri who sees great potential in using folding bicycles in connection with other modes of travel. He has devised a kind of hinge which can be used to convert any bicycle to a folding one, and would like to correspond with some one who could help him market such a product. He has one idea which might catch on a little better in Missouri than Michigan: "Bikes and horses can really work nicely together.... mules could carry a rider and his folding bike to the city; park the mule in the shade to rest and feed while biking around to shop, etc....then the trip home with bundles and all could be very efficient, especially in the rougher rural areas." If you would like to correspond with the writer, who has many other ideas about bike travel, he is Mr. John L. Coffin, Star Route, Ava, MO 65608.

Taking your bicycle along on your vacation trip, either by car or by train or plane, can add tremendously to your enjoyment of your trip. A strange city can be explored much more easily by bike than by car. There are always things you would like to stop and see, but don't because you were in the wrong traffic lane or couldn't find a place to park. Many tourists have discovered the pleasures of micro-touring, where the emphasis is on seeing interesting things in leisure and comfort rather than on how many miles you can cover in a day. If you are traveling by air, call the airline to find out their policy on carrying bikes. Some determined bicyclists simply buy their ticket, show up at the terminal and insist they be accommodated; this works but is a little risky. Some airlines provide boxes or bags (American Airlines sells a large plastic bag for \$2).

It would be helpful if we could share traveling experiences with other prospective tourists -- routing suggestions, accommodations, etc. Could we establish a card file of tours our members have taken, so others could call them for help in planning a trip? Let's hear from you.

STEERING COMMITTEE WOBBLES

The activities of the Ann Arbor Bicycle League are carried on by an informal group which calls itself the Steering Committee. The group has no elected officers, but acts on the basis of consensus. The group is completely open to anyone. The main problem recently is that no one has gotten around to calling a meeting. Various members have been working on projects, but obviously it is hard for a new person to join if he or she can't find out when the meetings are. It is clearly time to launch an active campaign of recruitment. Watch the newspapers for announcements of meetings, or call Ann Hunt, 761-1147 or Jerry Rees, 663-1150 if you are interested in working on biking projects. Be persistent; we sometimes get busy and forget to call back.

Financial matters are equally informal; our chief expense is this newsletter, which is supported by \$1 or \$2 contributions of sustaining members and by our share of the annual bike-a-thon co-sponsored with the Ann Arbor Ecology Center. We are also grateful to the Ecology Center for providing us with a meeting place, a mailbox and much moral support.

This year's bike path construction program, the third since the approval of the bike path bond issue in 1973, is due to begin this month. However, legal difficulties in obtaining small segments of right-of-way may temporarily leave some gaps in the routes.

Al McComb, city engineer in charge of the project, has been working hard getting detailed drawings ready for council approval and bid-taking. Most of the new paths will be facilities shared with pedestrians. All of Stadium Boulevard which does not now have sidewalks on both sides will have paths constructed, in addition to ramps at all corners. Also scheduled are paths along Maple, Newport, Huron Parkway south of Washtenaw, Green, Seventh south of Stadium, and Eisenhower. This will add sixteen miles of path to Ann Arbor's growing system.

BOTTLE BILL ON BALLOT

The courts have approved the inclusion on next November's state-wide ballot a proposed ban on non-returnable bottles and cans. Aside from the aesthetic appeal of a trash-free countryside, this measure translates directly to dollars and cents to touring bicyclists who are plagued by punctures from broken glass. It is unfortunate that labor unions have chosen to fight the ban on the theory that disposable containers create jobs. Experience from Oregon and Vermont seem to indicate that although there is some displacement of jobs, the total number is not affected much. The combined efforts of the unions and the beverage industry will subject us to a barrage of propaganda between now and November. We hope voters will get the facts and support the ban on nonreturnables.

WISCONSIN BIDS FOR BIKE TOURISTS

The State of Wisconsin now has a system of 1000 miles of bikeways, most of which are designated county roads, but which also includes several sections of abandoned railroad right-of-way. The most popular is the Sparta-Elroy Trail, which last year attracted 102,000 visitors. The bikeway system has become a major tourist resource for the state.

In preparing a new brochure for the system, the Wisconsin DNR is experimenting with what is called reverse grid mapping, in which the bikeway is shown by heavy lines on the map, with more heavily-traveled roads in successively lighter lines. The maps are also designed to be used in the map holder on a front bag, so the names of the towns are printed twice, with lettering facing both north and south.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 6, NUMBER 4

OCTOBER, 1976

ELECTION SPECIAL

The AABL Steering Committee would like to ask your consideration of the following issues on the ballot on election day, November 2nd. We believe there are several items on the ballot which are of direct concern to those who are interested in bicycle transportation. We do not take positions on partisan races, since of course we have good friends in both major political parties. However, we strongly urge you to study the ballot proposals below, and to be aware of their implications for bicyclists.

PROPOSAL A This would require a deposit on all beer and soft-drink containers. It would be of great direct benefit to bicyclists in reducing litter in the streets. See next page for more on this proposal.

PROPOSAL C The connection with bicycling is less direct here; this proposal would drastically reduce local funds available for worthwhile projects such as bike paths, as well as for schools and local government. It would be a disaster if this one passed.

BRIDGES

Vote yes for bridges; obviously bicyclists need bridges as much as cars do. We are aware that the reason the Road Commission doesn't have enough money to keep its bridges in repair is because at the state and federal level we have put billions of dollars into freeways and multi-lane highways, while neglecting the needs of local communities. But the damage is done now and it wouldn't do any good to turn down the Road Commission at this point.

PARKS

Vote yes for parks; we supported this one strongly in the August primary and still do. Ann Arbor city voters approved the request for park funds, but it lost out-county. If you have friends in other parts of the county, urge them to support the park proposal. Among other things, this will provide local matching funds for federal grants for bike paths. The park people are our good friends and we mustn't let them down.

COUNTY OFFICES:

Look carefully at the stands each candidate take on environmental issues, especially for the offices of County Commissioner and Drain Commissioner. Their decisions will have a great deal to do with the implementation of a county-wide plan for bicycling facilities.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

URBAN AREA BIKEWAY STAGING PLAN

Watch the newspapers for announcements of public hearings on the bicycle path plan to be included in the 1990 Transportation Plan for the urban area. A bicycle task force appointed by UATS has been at work developing goals for the plan, and Barton-Aschman has been hired to serve as consultants to write the final document. The plan originally presented last year will be updated, and a list of priorities for implementing the plan will be developed. Final alignments of paths, and cost estimates will be included. If you have thoughts about needed bicycling facilities in the urban area (Ann Arbor, Ypsilanti and adjoining townships), you will have an opportunity to express them at the public hearings.

GEDDES PATH DEDICATED

The persistence, patience and skill of Sylvia Lewis and Emile Grenier have accomplished what many of us would have thought impossible: the construction of a walkway (and bike path if used with caution) along Geddes from the city sidewalks out to Gallup Park. For years children have risked their lives walking along the roadway to school, but no one could convince adjacent property owners and the necessary city and township officials that it really could be done. The fact that the path now exists is a tribute not only to the dedicated hard work of Sylvia and Emile, but also to all the others who made it possible. We couldn't begin to list them all here, but if we did, we would start with Ray Koch, now retired from the County Road Commission, who saw the need and worked for years to overcome the many obstacles in its way.

The path was dedicated on Sunday, October 24, with many local dignitaries present, including Ann Arbor Mayor Wheeler, City Administrator Murray, School Board President Wright, School Superintendent Howard, and Guy Larcom. After a ribbon-cutting, the group walked down the path to the newly opened bridge at the foot of the hill.

The success of this project shows again that local government officials are responsive to the needs of those who must travel by foot and by bicycle, when those needs are effectively brought to their attention.

CONSTRUCTION ON PHASE III

Construction has started on Phase III of the Ann Arbor bike path system. Not all of the projects will be done before cold weather prevents pouring concrete and laying asphalt. The rest will be done early in the spring. This will take us past the half-way mark in completing our proposed 90-mile system of bike routes throughout the city.

HELP ABOLISH THROWAWAYS

On November 2nd we have a chance to vote for the law that in Oregon and Vermont has dramatically reduced highway litter and brought a first step away from the public mentality of waste that has so permeated society in recent years. Proposal A, banning no-deposit beverage containers, will in time eliminate the broken bottles which threaten our bike tires on highways and bike paths. And it will save energy. According to recent state studies, the energy savings expected to accrue upon passage of Proposal A would heat the city of Flint for a year.

As if these obvious environmental benefits were not enough, the conclusion of studies by both the Michigan Public Service Commission and the Federal Energy Administration are that we can expect a net increase in Michigan of at least 2000 full-time permanent jobs, with another 2800 part-time jobs in retailing and bottle handling. Further, the Oregon and Vermont experiences show that the ban on throwaways has helped to hold down the cost of both beer and soft drinks. The increase in cost of these products in Oregon and Vermont due to inflation over the past four years has lagged behind the increase in neighboring states.

It is rare that one has an opportunity to vote on a measure which has so much in favor of it and so little against it from both environmental and economic points of view. Proposal A has the support of the Ann Arbor Bicycle League and deserves the active interest of all bike riders and users of our presently litter-strewn streets and highways.

SPECIAL TRAVEL ISSUE PLANNED

Have you taken a bike trip lately that you would like to tell us about? We hope to have a special issue this winter on bike tours. Please send us an account of your trip so we can share it with others. We would especially like to hear about any experiences you have had with multi-modal travel: bikes on buses, airplanes, etc.

Reuben Chapman, bike chairman of AYH and good AABL member, is particularly interested in developing a good folding bicycle design; and others see this as the key to encouraging people to take their bikes on public transportation and thereby reduce our dependence on the automobile. Send us your thoughts on this subject.

As the result of a decision we reported last year, four percent of the Federal transportation aid to the Ann Arbor - Ypsilanti area under the FAUS (Federal Aid to Urban Systems) program will be spent on bike paths. A recent meeting of the local FAUS subcommittee looked at proposals from several local governmental units for paths to be included under this program. The County Road Commission suggested paths in conjunction with road construction projects on Textile Road between Rawsonville and Whittaker Roads, Hewitt between Michigan Avenue and Packard, and between Washtenaw and Huron River Drive, and Golfside between Clark and Huron River Drive. The City of Ypsilanti suggested a route along sidewalks from the present Packard path east and south along Cross, Huron, and Catherine Streets to connect with scheduled paths along Grove Road and Factory and Spring Streets.

The City of Ann Arbor did not offer any proposed routes, since use of FAUS funds would mean several years' additional wait, and most of its high priority routes will be built by then with bike bond moneys. It was informally suggested, however, that portions of a proposed path along the Huron River within the city limits might be qualified for FAUS funding.

The subcommittee then passed a recommendation (unanimously) that the four per cent bike path funds, which are expected to total only a little over \$40,000 per year, be allocated solely to projects which are separate from road construction or reconstruction work; bike paths built in conjunction with road work would be charged to the 84% of the FAUS budget allocated for road work, since a bike path is normally a minor additional expense in such projects. This recommendation, which does not become policy unless approved by the FAUS Policy Committee, would, if followed, mean that the bike path projects suggested by the County Road Commission, plus the planned path along Ellsworth Road in Ann Arbor, would be charged to road rather than to bicycle funds.

June 17th is the date set for the grand opening of the Packard bikepath from the center of Ann Arbor to Ypsilanti. Legal problems had prevented the paving of the last 300 feet west of Route 23, but at this writing the way had been cleared and the contractor was ready to finish the job.

Plans are taking shape for a real celebration to mark this significant event. The ribbon-cutting ceremony will be held at 4 PM on Packard just west of Carpenter, where the city and county portions of the path meet. It is hoped that a number of civic groups and officials will take part.

Six public bodies cooperated in financing the Packard bikepath. They are the Washtenaw County Commission, the Road Commission, the cities of Ann Arbor and Ypsilanti, and Pittsfield and Ypsilanti Townships. Bicyclists owe a real debt of gratitude to the officials of these six bodies who coordinated their efforts and made this path possible. It is probably unique in the State of Michigan in that it is a continuous, off-the-street connection between two major population centers.

The portion of the route lying close to the center of Ann Arbor had stirred controversy last year because it involved changing parts of Packard from four lanes to two and painting stripes for bike lanes. Local news media had failed to make clear that traffic congestion in the area was far more complicated than just the number of lanes on limited parts of Packard. Bottlenecks at several points had always limited traffic flow to a number of cars which could be accommodated by two lanes. Furthermore that part of the road had never been wide enough for four lanes by modern standards and should have been changed long ago. At this point, motorists seem resigned to the fact that a part of the roadway is reserved for bicycles.

If you have not already done so, we urge you to get out and try the Packard bikepath --- but watch out for broken glass, loose gravel and potholes. These seem to be an inevitable part of modern city life, we fear.

This newsletter was prepared by David Galbreath, Ann Hunt and Jerry Reese. We will be happy to print news items and letters from members in future issues; let us hear from you.

As with most organizations, faithful workers tend to move away or get involved in

other things. We will miss Mary and Jerry Fulton very much as they move to their new home in Buffalo; Carol Chaney receives her degree this spring and is off to graduate school; our Steering Committee is in urgent need of more members. Watch the newspaper for future meeting notices or drop us a note.

Little by little the city's portion of the Huron River path is taking shape. The latest link in the route is from the Broadway Bridge through Riverside Park to Wall Street. Access is from a ramp off Pontiac just around the corner from the bridge. The path includes an attractive boardwalk section under the bridge. It makes possible a short but pleasant ride through Riverside Park, a lesser-known neighbor to popular Ieland Park. Eventually the path will continue north through Argo Park, past the canoe livery, and connect with the Huron River Drive segment west of Main Street.

JACKSON - LAKE LAND PATH DEBATED

The auditorium of Stockbridge High School was jammed on Thursday night, April 22nd, as people gathered to ask questions and express their views on the acquisition of the abandoned rail line from Jackson to Lakeland for a 34-mile biking and hiking trail. The crowd was about evenly divided, judging from the applause after pro and con speeches. Abutting property owners were bitter about not being allowed to buy back the land, some of which they claimed had been deeded only for a rail line originally; many were concerned about hunters and snowmobilers who damage property, are noisy and start fires; they assumed that bikers and hikers would be as bad or worse. Speakers supporting the proposed trail tried to reassure them, describing the excellent experience with the Wisconsin trail from Sparta to Elroy. The point was repeatedly made that the presence of large numbers of bikers and hikers who genuinely love the out-of-doors would in fact reduce vandalism. Probably no minds were changed, but it was good to see the large turnout of people who want this land preserved for future generations of bikers and hikers.

Although the Highway Department and Department of Natural Resources are committed to the purchase of the the railroad right-of-way, no firm plans are underway for development of the land, and no funds are in sight. It is hoped, however, that this beautiful route through prime recreational land can be made accessible before too many years, and will eventually become a link in a cross-state biking and hiking trail.

A unique design study for a path along the Huron River from Ann Arbor to Dexter has just been completed. The study was done by Susan Cooley as a master's thesis in the Department of Landscape Architecture in the School of Natural Resources. The study is unique because it manages to bring together the three aspects of a workable plan: what the public wants, the physical requirements and design features to provide what the public wants, and the political and financial arrangements necessary to make it all possible. The title of the study is "The Huron River Bipath: Participatory Design". It will be available in a 100-page report. Arrangements for distribution are not complete; write to the Bike League if you are interested.

Ms. Cooley involved a large number of people in her study, including 60 high school students. She used several ingenious devices to encourage large-scale participation in the study. One was to show participants a set of fifteen photographs illustrating good and bad features of biking and hiking trail design; each feature was rated according to its desirability. Another technique used aerial photographs mounted on large panels, each showing several possible alignments for the path. Participants could choose which alignment they preferred. The winding river and rolling topography present a number of difficult design problems which this study will help resolve.

There have been a large number of studies published on the design of bike paths, but none to our knowledge examines in such depth just what kind of path the public wants and how it can be built. By a remarkably fortunate coincidence, the study appears just at the time when Ms. Cooley's talents can be put to use in developing a proposal which will perhaps make such a path possible; see the related news story about the federal funds available for demonstration bike paths elsewhere in this issue.

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The November 1975 issue of Consumer Report has a very useful study of bike locks and theft prevention.

The Ann Arbor Area AYH Bicycling Club has announced its ride schedule for the coming month. There are regular short rides each Saturday morning and Wednesday evening, as well as a variety of longer rides on Sundays.

Breakfast rides leave the Gandy Dancer restaurant Saturday mornings, at 8:00 AM on April 24, May 1 and May 8; and at 7:30 AM on May 15 and 22. Call Klaus Wolter, 662-8287, for information.

New this year are short Wednesday evening rides especially for beginners. The group will meet at a local bike shop at 6:15 PM for a brief session on riding instructions, followed by an 8 mile ride; bring a light and wear bright clothing. The first session is at Ann Arbor Cyclery on April 28th.

More information on all AYH rides can be obtained by calling Reuben Chapman at 761-2274.

BIKE REPAIR PROGRAM IN SCHOOLS

Tom Johnson, an AABL member, has received approval under the auspices of the Continuing and Community Education Department of the Ann Arbor Public Schools to conduct programs of bicycle maintenance, repair, and riding safety at a number of target area schools in the city. These programs will run until at least June 30th, and Tom hopes they will continue through the summer and become a regular part of the school system's community education efforts.

Tom is now collecting old bicycles and parts for the repair portion of the program. He hopes that students who don't own bikes will be able to build them from the reserve of parts. AABL members who have old or unused bikes in their garage are urged to call Tom at the Community Education office, 994-2300, or at his home, 769-7457 to arrange for pickup.

In addition, anyone with some skill in the maintenance and repair of bikes who would be willing to assist from about 3:30 to 5:30 pm on weekdays should contact Tom.

The Non-Motorized Advisory Board is a group of four bicyclists and one representative of horseback-riding groups, appointed by John Woodford, director of the State Department of Highway and Transportation. The group advises the Department on projects involving bicycle and horse facilities, financed from the half-percent of gas and weight tax funds authorized for this use by the legislature. Recently this group elected AABL member Jerry Reese as chairman, and by an odd coincidence decided to have its next meeting in Ann Arbor. Heretofore all meetings have been in Lansing, but the group felt that it would be valuable both for them and for non-motorists around the state if there could be better communication among all persons involved.

The Board is inviting all bicyclists and horse-back riders in the area to attend their meeting. It will be held at the Ann Arbor Public Library on the evening of June 17th. At that time the board will report on projects completed and under way, and will hear suggestions and answer questions from the audience regarding future projects.

The two large projects involving the State Highway Department have been a bike path to extend the length of the I-275 Freeway from near Monroe to its junction with I-96 in Oakland County, and the Kal-Haven Trail from South Haven to Kalamazoo. There have also been several dozen smaller projects involving mostly shoulder widening along state highways. (Locally the Department funded the pedestrian and bike bridge across I-94 at Stone School Road, and also a bike route along U.S. 12 in Saline.)

Sustaining members: we do not harrass you for money to renew your membership. If you can't remember when you last sent us a check, it has probably been too long ago. Drop us a dollar or so and we'll keep you on our mailing list. How low pressure can you get?

Local bicyclists will have an opportunity to help make possible major improvements in county recreational facilities, including bike paths, by supporting the County Park Commission's request for a 1/4-mill tax. The tax proposal will be on the ballot at the time of the primary election in August. According to Mr. Robert Gamble, director of the County Park Department, a 1/4-mill tax for the average home-owner amounts to about the price of one movie per year, a pretty modest sum for the long-range benefits to be derived from the proposed program. As the date of the election gets closer, you will be asked to help bring the facts to the voters' attention; watch for publicity and be ready to get out and work for a better county park program.

ON ACRONYMS

A major American pastime is thinking up names of organizations with initials that form a word you can pronounce. We must confess that we were pleased that the initial letters of the Ann Arbor Bicycle League could be pronounced as "able". We also admit that we could never remember the name of that organization headed by our good friends of bicycling, Marilyn Thayer and Cecil Ursprung, until they started referring to it as "you-ats" (Urban Area Transportation Study).

But the federal government has presented us with a serious problem. In a new set of Highway Safety Program Standards proposed for adoption soon, the legal name of that two-wheeled vehicle we all love would be the PEDALCYCLE. What does this do to our image? Shall we become AAFL (pronounced "apple")? Or maybe the the Ann Arbor Pedalcycle Society, "apes"? Perhaps the League of American Wheelmen, LAW, will become the League of American Pedalpeople (LAPP). What next?!

Seriously, the National Highway Traffic Safety Administration (an unpronounceable NHTSA) has issued a proposed safety standard on which we are invited to make comments. The standard proposes new legal terminology which will distinguish more clearly between vehicles propelled by human power and those which are motor-assisted; it also requires states to set up safety programs, gather accident statistics, and evaluate the effectiveness of equipment such as helmets, fenders, mirrors, etc. This appears to be the first move towards stricter regulating of, uh, pedalcyclists.

Huron River Drive from Ann Arbor to Dexter is the most popular and heavily used recreational bike route in the area. Now it appears possible that part of the route may have a separate bike path, financed by a combination of federal funds (80%) and local matching funds (20%). The federal funds would come from a six-million dollar demonstration program authorized by Congress last year and just now being implemented. The Ann Arbor-Ypsilanti Urban Area Transportation Study Committee (UATS) has agreed to pay for the work involved in preparing a grant proposal, and has retained Susan Cooley to head this project. Susan has just completed a related project (see story in this issue) and has started working on the proposal. The deadline for the proposal is June 1st, and although of course there will be heavy competition for the funds from around the country, we believe this project has a good chance of being selected.

BAN BOTTLES AND CANS

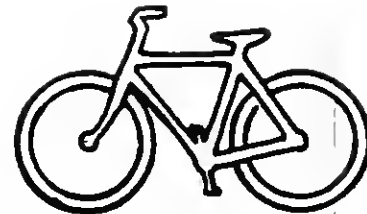
Bicyclists will welcome the news that the Michigan United Conservation Clubs have launched a petition drive to put on the ballot a proposed law to ban non-returnable bottles and cans. Such a bill has been blocked in committee in the state legislature, and stands little chance of being enacted unless the petition drive is successful.

The law would outlaw all non-returnable containers for soft drinks and beer, which the MUCC estimates account for 62% of all roadside litter. No one knows better than bicyclists what a hazard as well as an unsightly mess these containers create.

Help is urgently needed to obtain the large number of signatures needed to make this drive succeed. Blank petitions can be obtained from the Ecology Center, 417 Detroit Street, or from the MUCC, P.O. Box 2235, Lansing 48911. Or you can call (517) 371-1041. The petitions must be returned to MUCC by June 1st.

How often have you had a flat tire caused by broken glass in the street, and wondered what could be done about it? Here is your chance to do your bit in solving the problem.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 7, NUMBER 1

FEBRUARY, 1977

THINK SPRING-THINK BIKES

BIKEWAY CONSTRUCTION

With the day-light hours lengthening one's thoughts turn, among other things, to re-discovering Ann Arbor's bicycle paths. What new paths will we be able to try out this spring. I checked with Al McComb recently and he provided the following update.

Stone School Road - between Packard and Ellsworth Rd. The base has been put in and it will be paved as soon as the weather breaks (2-3 months). This will tie in with the path on Packard and Eisenhower Parkway and will provide access over the expressway to Ellsworth Rd.

Green Road - Plymouth Rd. to Glacier Way. The path will use the sidewalk along the east side of Green. The ramps have been put in, but may have to be redone since they were poured so late last fall. This does not tie in with any other paths at this time, but provides an important link for local use.

Maple Road - Miller Rd. to Jackson Rd. The path will be on the east side. There are some right-of-way problems waiting to be resolved, but the ramps have been completed up to Collingwood. This will provide an important link between the Miller Rd. path and the Stadium - Jackson paths.

Stadium Blvd. - Jackson Rd. to Manchester. The path will use the sidewalks along both

sides of Stadium. None of this project has been started yet. Also, there are some right-of-way problems around the A & P near So. Industrial. Work on this path will start as soon as the weather breaks in 2-3 months.

This is a major link in the bikepath network and tie together several existing paths as well as facilitating local bicycling.

Miscellaneous Routes - New ramps have been planned in several locations to fill in gaps along existing routes. These include: Huron Parkway between Washtenaw and the Fire House near Platt; Seventh St. between Stadium and Scio Church Rd; Eisenhower Parkway between Packard and State; Newport Rd. from Miller Rd. out to Wines; along Liberty; and in the Miller - Chapin area. None of these ramps have been built yet but completion of these misc. projects can be expected during the spring and early summer. --Hal Smith

UATS UPDATE

UATS, The Urban Area Transportation Study Committee, has taken primary responsibility for bicycle facilities in Washtenaw County outside the Ann Arbor city limits, and is concerned as well with a number of projects within Ann Arbor. As we reported some time ago, UATS, through its Policy Committee, has decided to allocate 4% of the local Federal Aid to Urban Systems (FAUS) funds to bikeway construction not associated with a current

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

road construction project. This decision was recently challenged, but was reaffirmed unanimously by the Policy Committee.

The Policy Committee also agreed to allocate \$300,000 in FAUS funds for construction of a bike path along or near the Huron River from the Arboretum eastward through Ypsilanti to Ford Lake. This sum represents over 4 years' worth of bikeway funds at the current appropriation rate, so that cyclists cannot expect completion of this project for some time; however, approval of the project assures that it will begin to move from the "concept" phase toward implementation.

UATS has also set up a list of priority bike route projects, with the aid of its Bikeway Task Force, and has hired the consulting firm of Barton-Aschman to help with the conceptual planning of these routes. The routes selected as having highest priority are:

1. Huron River Bikeway - U of M Arboretum to Wayne Co. line
2. Huron River Bikeway - Argo Park to Wagner Road
3. Washtenaw Ave. - Stadium Blvd. to U.S. 23
4. Hewitt Rd. - Ellsworth Rd. to Huron River Dr.
5. Pittsfield/Ann Arbor Drain - I 94 to Packard Rd.
6. Jackson Rd. - Maple Rd. to Zeeb Rd.

Barton-Aschman has provided design information and where possible, alternatives for each of these routes. The consensus of the Bikeway Task Force was that the first route, from the Arboretum to Ford Lake, should be accorded top priority on the basis of the many recreational and commuting destinations which lie along it. Barton-Aschman is currently preparing cost estimates on all six routes, after which the Task Force will assign relative priorities to the remaining 5 routes. A public hearing on this work will then be held, probably in early April. ----David Galbraith

HOW TO REDUCE THE ENERGY CRUNCH

Two Michigan men rode 500 miles from Detroit to Washington, D.C. to urge Congress to build a system of bike paths across America. They presented a Department of Transportation representative with a simulated 10 x 20 inch check for the 100 million gallons of gasoline they estimated will be saved this year by the nation's 80 million cyclists.

----Boom in Bikeways, Dec.1976

BICYCLE COORDINATING COMMITTEE UP-DATE

Al McComb resigned from the BCC January 1st. Al, a Professional Engineer, was a city representative from Streets, Traffic and Parking Department and acted as our chairman. We want to take this opportunity to say, "Thank you, Al, for three years of enthusiastic participation. Your expertise and thoughtfulness made possible the Packard Bike Path as well as the other additions and improvements in the Bike Path Network in Phase II and III. We appreciate your work and it was a pleasure to serve on the BCC with you."

Al has joined a consulting firm in Livonia, but will continue living in Ann Arbor and working, as his time permits, for better bicycling in our city. -----The BCC

BIKE-A-THON

Beth Greenberg reports on the 1977 BIKE-A-THON sponsored by AABL, The Ecology Center, and The Ann Arbor Bike Club --It will be held May 15th, 12 to 5 p.m. The starting point will be Farmer's Market. Last year's routes were so well received by participants that the same ones will be used this year. The County route goes along Huron River Dr. to Mast Road and back to town via Baker Rd. Jackson Rd., Parker Rd. to Scio Church. A short route encircles the city using the Bike Path Network.

This successful annual event does not happen by magic, however. More volunteers are needed to get posters and brochures widely distributed and people are needed to person the check points. Anyone willing to donate a van for a sag wagon for the afternoon would be appreciated.

Call Beth at The Ecology Center, 761-3186, to sign up to help.

WOULD YOU BELIEVE DEPT--

The message below appeared in a two-page ad in TIME magazine last week, paid for by EXXON, the biggest oil company in the world!

Use your own energy--save the nation's. Bicycle! Also make a habit of using mass transit. And encourage your friends to do the same thing, too.



IT WILL GET TO BE SPRING--HONEST

I have been asked to suggest some exercises which can be done at home, in no time, and with minimal effort that will ready the win-t weary bicyclist for spring. Whew! what follows is my concept of minimal; our editor may not agree! (It's so easy to fall out of shape--why is it so hard to get back into it?-Ed.)

A quick survey of fellow cyclists showed that back, neck, shoulders, arms, wrists and hands as areas which hurt th most when getting back to spring cycling. Legs seemed less of a problem. No one ever mentions the glut-eal muscles, which probably can't be helped anyway unless one mounts one's cycle on rollers during the winter and watches TV in the saddle.

How can we strengthen the upper body? For arms and shoulders there are the ever-popular pushups. Lie in a prone position, hands on floor directly beneath shoulders. depending upon your strength, you can support your straight body either with knees or feet. Start with 5 repetitions and progress each day until you can do 25 or more. Hands and wrists seem to take a beating w riding a bike with drop-handle bars. Try doing your pushups while gripping a bar which is raised off the floor a few inches to accustom the hands and wrists to pressure.

The neck needs strengthening. Lie prone on a bed or raised flat surface with chin dropped over the edge. Lift the head as high as you can and hold for 10 seconds. Increase the difficulty by lacing your fingers behind your head and pressing against the back of the head as you try to lift it. Work up to 10 lifts; rest; repeat.

The upper back can be helped by repeating the neck exercise with hands behind the head and lifting the shoulders from the floor as well. Keep the legs and feet firmly on the floor during the shoulder lifts.

For your general health you should condition the cardiovascular system. At home you can run in place, run up and down stairs, or jump rope. At the same time you will whip your legs into shape. You should run or jump long enough to be slightly out of breath. Ideally, you should get your pulse up to about 150 beats per minute for close to 10 minutes and then cool down with 5 minutes of walking and arm

swinging. Work up to this goal gradually. Work out to fast bouncy music to make the task less tedious.

No matter how much pre-conditioning you do, you will tighten-up those first few days out on your bike. Ride slowly in one of the lower gears at first and take frequent stretch-breaks. Get off your bike and shake your body out every few miles. Shrug shoulders, swing arms in large circles, rotate your head to stretch your neck muscles and stretch your calf muscles.

To guard against low-back pain, a daily dose of 25 bent-knee situps to strengthen abdominal musclea (and thus the lower back) is always useful. There are many other exercises one can do to get and stay in condition; send us some of your favorites. ----Ann Hunt

NEW COUNTY BIKE RIDING GUIDE AVAILABLE

Most bicyclists who aren't riding these days are itching for the spring thaw and the start of good bicycling weather. But if you are having difficulty deciding where to go on that first ride, the Washtenaw County Parks and Recreation Commission and the Ann Arbor - Ypsilanti Urban Area Transportation Study Committee (UATS) may be able to help you. Together they have prepared a handy guide entitled, "Bike Rides in Washtenaw County." It's actually a folder with pockets inside for an assortment of informative, artistic maps. Ten individual ride maps provide route descriptions and high-light road conditions, points of interest, and safety hazards. These are designed to fit in a pocket or in an over-the-handle bicycle touring pack. A larger county map shows the general area covered by each of the individual ride maps and is intended to help you choose and plan a ride suited to your biking capabilities. The county map also shows existing and soon-to-be-implemented Ann Arbor bicycle paths.

Although the routes are aimed mainly toward the recreational rider, you will probably find the folder invaluable even if you ride solely for transportation. By riding those segments on the routes that connect your origin with your destination, you will probably find the most desirable biking conditions. On the back of each map you will find information about surface conditions, traffic, and tricky turns to watch out for.

For the recreational cyclist there is a wide variety of well-designed rides from the "Urban Duo" to the "Dusty 50." Rides vary in length from 5 to 50 miles. Individual ride maps show a main route and one or more alternate routes. The guide advises, "Teenagers and adults in good physical condition should have no difficulty with the recommended routes. Family groups with children, however, might want to start with some of the shorter alternate routes. In addition, many of the rides can be enjoyed by cyclists with single or 3-speed bikes. The urban routes and some of the short rural routes do not require multiple speed bicycles. Ten-speeds are recommended for the longer out-county rides." Every map lists practical points of interest such as bike shops, gasoline stations with air pumps, restrooms, and restaurants, as well as the more scenic attractions such as parks, cider mills, gardens, rivers, and historical sites. You are also informed about what type of terrain to expect and about the character of the area you will ride through. The folder lists safety tips for all cyclists and some special tips for out-county cyclists.

The guides are available free of charge at the County Parks and Recreation Office, in the basement of 2335 W. Stadium Blvd. 48103, or you can order one by mail if you enclose 25 cents for postage. You can also pick up the guides in bulk quantities if you want to outfit your whole touring club with them. Stacy Fox, one of the creators of the packet, says however that supplies are limited, and there may be a nominal charge if a second printing is necessary.

-----Bill Hershey

TRANSPORTATION NEEDS STUDY TO INCLUDE BIKES

Michigan's first multi-modal transportation needs study is under way this month. For the first time, the State Department of Highways and Transportation is undertaking a complete study of the existing facilities for all modes of transportation and identifying deficiencies which need to be corrected. In the past, the Department routinely kept an inventory of highway needs; recently, however, the State Legislature amended the laws defining the Department's responsibilities so that all kinds of transportation are to be included. A Transportation Needs Study Committee has been formed, with six subcommittees representing highways, aeronautics, public transit, railroads, ports and waterways and non-motorized transportation.

The subcommittees are made up primarily of Highway Department officials, but the one on non-motorized transportation does include two representatives of bicycling groups: Greg Neff of the LAW and Jerry Rees, member of AABL's Steering Committee.

The study is to be completed within eighteen months with a final report submitted to the Legislature in 1979. This report would serve as the basis for future allocations of transportation funds. The long-range implications of this study make it imperative that a thorough job be done, although limited staff time and general uncertainty about how to accomplish the goal make the outcome doubtful at this time.

Unfortunately no one has ever precisely defined what is meant by non-motorized facilities, let alone what the needs are. Does a bicyclist "need" bike paths to go everywhere he takes a notion? Or does he/she "need" only to share the streets and highways with automobiles and trucks? Are all sidewalks to be regarded as non-motorized facilities? If a highway has paved shoulders, what standards are to be applied to determine if they are adequate for bicyclists to use?

Perhaps the best thing that will come out of this first attempt (the report is to be updated every two years) is at least an effort to identify the bike paths and routes that now exist in the State. All County Road Commission and city traffic departments will be asked to report just what they have done so far for bicyclists. If the answer is "nothing" then at least this may stir up some discussion.

Any comments that AABL Newsletter readers would like to make regarding needs for non-motorized transportation will be much appreciated. Send them in writing to AABL or call Jerry Rees at 663-1150. -----Jerry Rees

IN THE NEWS

Lansing (AP) - While highway officials are reluctant to read anything into a decision to scrap a major freeway project, the cancellation of MI275 is certain reason for opponents of other freeways to be buoyant.

Their hope is in 10 words spoken by Peter Fletcher, chairman of the State Highway Commission, shortly before he voted with his colleagues last week to cancel the 20-year-old M-275 project in western Oakland County.

"You do not want it, you shall not have it," said Fletcher flatly.

Technically, the commission wields the final word on highway building in Michigan. But Fletcher's words clearly threw some of the power to the people. -----

Now, only 30 miles of freeway are under construction in the state - a record low since 1957 - and only about 50 more miles of interstate are planned.---AA NEWS, 2/2/77

Washington (AP) - The U.S. should limit population growth, ban smoking and impose higher taxes on gasoline to help improve the quality of life, say 63 U.S. environmental leaders.

The recommendations were published today in a book called "The Unfinished Agenda," the results of a study financed by the Rockefeller Brothers Fund and publicized at a symposium here. -----

As for energy, the report urged a policy turning away from conventional nuclear fission energy and increased electric generation, toward "intelligent coal technologies," "solar space-heating" and "a dispersed fuel-alcohol industry" to produce alcohol from organic plant materials.

It suggested a halt to massive highway construction and diversion of funds and attention to railroads and mass transit systems.

The report also proposed mandatory fuel-economy and durability standards for automobiles and "a progressively increasing gasoline tax" used "to begin reducing the ill effects of automobiles."

----AA News, 2/2/77

1977 BIKECENTENNIAL TRIPS

In the summer of 1977, Bikecentennial will offer several new trip packages, which will emphasize shorter tours on loop trails. Two new loops are being developed: The Virginia Heritage Loop in Virginia and Maryland, and the Coastal-Willamette Valley Loop in Northwest Oregon.

The Virginia Loop will be a 15-day trip. Though the route only covers 350 miles, it offers such a variety of historic points of interest and scenic value that 15 days might be too short.

Leaving Washington D.C., bikers will travel through the Virginia Piedmont, past Thomas Jefferson's Monticello, to Charlottesville. From there the riders will have two options: to take either the Skyline Drive or back roads up the Shenandoah Valley. The Skyline Drive is part of the Shenandoah National Park. Winding and hilly, it runs close to the crest of the Blue Ridge Mountains,

and affords an excellent view of the Appalachian Mountains, the Virginia Piedmont and the Shenandoah Valley. Back roads, small towns and a slower pace characterize the Shenandoah Valley route. The northern part of this route passes through the George Washington National Forest. The optional routes converge at Front Royal and proceed to Harper's Ferry. From there back to Washington D.C., the Loop utilizes the towpath system of the Chesapeake & Ohio Canal, which is a National Historical Park. Along the C&O Canal, bikers will ride the paths once used by mules to pull barges from Washington to Cumberland, Maryland.

Six trips will start in Washington, using all or portions of the Virginia Heritage Loop.

- Washington D.C. to Front Royal, 8 days
- D.C. to D.C., 12 days (utilizing a new trail to be developed across the middle of the Virginia loop)
- D.C. to D.C., 15 days (VA Heritage Loop)
- D.C. to Lexington, Kentucky, 4 weeks
- D.C. to Carbondale, Illinois, 6 weeks
- D.C. to Pueblo, Colorado, 7 weeks

Portland, Oregon will be the starting point on the Coastal-Willamette Valley Loop. Riders will travel to Astoria, Ore. and then follow the already existing Trans-Am route. Cyclists will travel along the rocky Oregon coast, over the Coast Range to Salem, and then north up the fertile Willamette Valley to Portland.

Portland will also be the trailhead for six trips:

- Portland to Tillamook, 8 days
- Portland to Portland, 12 days
- Portland to Portland, 15 days
- Portland to Missoula, 4 weeks
- Portland to Idaho Falls, 6 weeks
- Portland to Pueblo, 7 weeks

A new loop trail from Louisville, Ky. to Louisville, for trips lasting 15 days is being offered in the early spring and fall.

A special bike-pack trip has been planned for the experienced rider. Departing from Missoula, riders can expect to pedal and push over very difficult terrain. This trip will hopefully return to Missoula after 10 days in the rugged Selway-Bitterroot wilderness.

---Bikecentennial Bikereport, Dec. '76
For further details write:

Bikecentennial
Box 8308
Missoula, MT 59807

REUBEN REPORTS ----

I rode the Western quarter of the TransAm trail between August 3 and 20, 1976. I rode with a friend, Al. We went as independents and used the Bike Inns organized by Bikecentennial. This way we did not need to carry tent or cooking equipment. We were happy to prepare our breakfasts and many lunches from grocery store supplies and then let someone feed us at restaurants for dinner. We were not averse to sampling motels when the bike inns lacked showers (or some more basic amenities).

We started at Reedsport, after some warm-up rides in the Seattle area (Al's home). We were among the very last riders to start from this trailhead. In spite of the trailhead person's desire to finish his job, we received friendly and helpful orientation. He also showed us the Bikecentennial slide show which was one of the direct inspirations for my going. Armed with the maps and guidebooks, which are major achievements of Bikecentennial, we took off for our first night, without the expected accommodations - the tent/bike inn had been struck when the last organized group passed through.

Aside from the first night out from Reedsport, it was my impression that riders like us or less experienced riders would find food and room every thirty miles if they consulted the guidebooks before starting. That fact impressed me most about the resource the trail provides. In my opinion, non-bikers could take a bike vacation traveling the trail to familiar type accommodations (motels and restaurants) at any pace and for any length vacation they want. Even 30 miles per day for 10 days would be a delight. The constraint would be a convenient starting and stopping place. The plans for 1977 include many loop trips to take care of this. Try it. ----Reuben Chapman

ANN ARBOR BICYCLE TOURING SOCIETY NEWS

There will be a spring meeting of the Ann Arbor Bicycle Touring Society (formerly the Ann Arbor Area AYH Bicycling Club) Monday, 14 March at 8 P.M. in the meeting room of the Ann Arbor Public Library. The summer ride calendar and other plans for bicycling activities will be discussed. Dave Knox will present a slide show based on his experience as a tour leader and rider on Bikecentennial 76. A swap and shop exchange of bike parts will be held after the meeting. All are welcome.

- 6 -

HELLUVA RIDE! This ride is expected to draw hundreds of riders from Michigan and surrounding states and Canada. Riders will have their choice of 50 km., 100 km., or 100 mile routes through Hell, Mich. and the rolling countryside of Washtenaw, Livingston and Jackson Count. There will be a banquet following the ride and recognition patches will be provided to all riders.

The ride will start in Dexter at the American Legion Hall, 16 July at 7 A.M. Register before 1 July by sending \$6 (includes dinner) or \$3 (without dinner) and a self-addressed, stamped envelope to:

Phil Howrey
1921 Norway
Ann Arbor, MI 48104

The purpose of the Ann Arbor Bicycle Touring Society is to promote recreational cycling. A varied schedule of rides is offered by the club for riders of all ages and degrees of experience. During the summer season, 3 or 4 rides a week are organized. All club rides have a designated leader and a route planned in advance. There is no charge for the rides, but participants are encouraged to join the BTS. Annual memberships are \$5 for individuals and \$7.50 for families.

Come to the 14 March meeting for full details and ride descriptions. If you can't make it to the meeting, call Phil Howrey (665-3891) for a copy of the BTS current ride calendar.

-----Phil Howrey

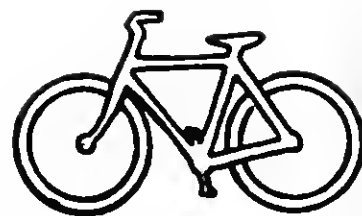
TIME TO RENEW MEMBERSHIP

This is the first AABL Newsletter for 1977 so it is appropriate that we remind you that you can help AABL continue its effective advocacy for bicycling by becoming a sustaining member. Send us a contribution of \$2 (printing and postage costs have increased) and we will put you on our mailing list.

Activities of the Ann Arbor Bicycle League are carried on by a Steering Committee open to everyone. Watch for announcements of meetings on the conservation page of the Sunday Ann Arbor News, or write to the address on the first page.

Editor for this issue of the AABL Newsletter was Tina Beyer.

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ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 7, NUMBER 2

SEPTEMBER, 1977

NEWS FROM THE BCC

The Bicycle Coordinating Committee has been busy. We now have a full complement of members. The committee includes: Tina Beyer, Reuben Chapman, Al Gallup, Julian Moody, Marc Reuter. (Planning Dept.), Tom Raynes (Parks Dept.), and Steve Wilmarth (Streets, Traffic and Parking Dept.). Phase III has been completed and bike path signs will be put in soon. Stadium/Maple sidewalk bikeway represents a major link in the bike path network. On the west side it connects with Jackson going west to Highlake and the Lakewood subdivision, and also to Liberty going eastward to the downtown area. It connects with Seventh on the south, and at the east end will tie into the Washtenaw path which will eventually go all the way to Arborland. It crosses the Packard path which goes all the way from downtown to Ypsilanti. The South Seventh path has been extended to Scio Church Road. The Huron Parkway path has been extended so that it goes all the way from Plymouth Road on the north to Packard on the south. A path along Stone School Road now connects Eisenhower with Champaign on the south, almost connecting with a new path on Ellsworth now under construction.

It is really possible to get around Ann Arbor on bikepaths now. Crisp fall days are perfect for cycling, so get out your bike and RIDE!

COUNTY FARM BIKE PATH PROPOSED

The county Park Commission has announced plans for improvements to the County Farm property on Washtenaw between Manchester and Platt Road. A public hearing will be held on Thursday night, September 8th, at 7 PM. Among the proposals is a bike path cutting across the property from the end of the existing Stadium path at Manchester to Platt Road. This would eventually connect with a path going behind Stadium Hills hardware store and across to Huron Parkway just south of Washtenaw. It would form a link from the ends of the Washtenaw and Stadium paths to Arborland, and is a priority route on the UATS area bike path plan. We need to support the Park Commission in their efforts to include biking in the county recreational program, and should especially show strong support for this proposed path. If you can't attend the hearing, contact your County Commissioner to express your opinion.

The BCC is presently planning Phase IV. We would welcome comments and suggestions from all of you. Now is the time to get in touch with any one of the members by phone, or come to our meetings on the first and third Thursday of each month at 7:45 PM. The meetings are held in the 4th floor conference room at City Hall.

Tina Beyer

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

PROGRESS REPORT
on
DELIVERY BY BICYCLE

Reuben Chapman

Freewheel Express opened for business on Monday, May 2, 1977. Since then we have made 336 deliveries (as of August 9th).

The present Zreewheelers are Reuben Chapman, Josh Jacobson, Paul Johnson, Larry Kaatz and David Siminow. Many others helped us get started: Peter and Lenny Dale, Sue Budin, Laura Balent, Wendy Scheu, Debby Greenspan, Ellen Hargle and Joe Szyperki.

As a reader of this newsletter you are probably interested in how well we are succeeding. Our goals in starting a delivery and messenger service by bicycle were the following:

- Reduce traffic and parking problems;
- Make downtown Ann Arbor a more pleasant place to be;
- Demonstrate that most shopping can be done by bicycle;
- Demonstrate safe and efficient cycling in traffic;
- Encourage ecologically sound means of urban transportation.

Here are our high points and areas needing improvement:

- a. We have found that a trailer works very well for bulky and heavy objects. Panniers and racks with bungies do well for objects that are small and 4 - 10 pounds. Very light, small objects fit well into light backpacks. We had a special bread rack trailer designed and built by Jeff Donahy which works very well carrying 105 loaves of bread at a time.
- b. We are very happy to report that Sun Bakery is seriously considering instituting its own bicycle delivery of bread after trying our service for three months.
- c. Our safety record is excellent. After all these hours in mid-city traffic, we have had no accidents or injuries. We all wear hard helmets during deliveries.
- d. We are buoyed up by the many friendly comments we get as we ride along.
- e. But, we are not yet visible enough. Most people in town do not know we exist or what we are capable of doing.
- f. None of us is earning a living yet. Deliveries average 24 per week. Since we take our pay by the number of deliveries, we need about 100 per week to support two people half-time (at about \$1 per delivery).

We are most pleased with the diversity of our deliveries; master's thesis from bindery to graduate school; pizza for lunch; film to be processed and developed pictures between camera store and film processor; a new book to the Undergraduate Library; a rose to a spouse at work on a birthday; building inspection forms to City Hall; birthday cake from one friend to another; mortgage papers from a builder to a bank; a small filing cabinet to a retired person who does not own a car; groceries to a handicapped person; blood samples from the bus station to a medical lab; kitty litter from pet store to kitty; legal documents to District Court; typewriter from store to a doctor; three cartons of copied computer printout to computer software company; two artificial trees from store to a patio (trees and trailer totaled 200 pounds); bank deposit to a bank. We can indeed deliver almost anything by bicycle -- up to 100 pounds. (Two hundred pounds is too much).

We are also interested in running a business which is controlled by its workers. We all are equals in deciding policy at our weekly meetings. We are all learning and performing all functions from phone dispatching to delivering to bookkeeping.

Our immediate plans are to leaflet the city to coincide with resumption of the University. There are some kinds of delivery we will especially pursue such as batches of mail from businesses to the post office, airline tickets, and copying from small print shops. We will be listed in the next phone book with yellow page entries under delivery and messenger services. Winter deliveries will be our next physical challenge. We see little problem keeping warm, but expect to pay special attention to braking in slush.

Since I hope you are our supporters, I will end with things you could do to help us. We need artwork for flyers and for a possible display ad in the yellow pages. We need contacts with senior citizens and handicapped persons (to whom we offer a 20% discount). We always welcome suggestion on how to contact people without cars. In order to increase our volume to the next plateau of about 100 deliveries per week, we need contacts with businesses that can use our services. When business picks up, we will need more riders. Perhaps you are one.

If you need a message or package delivered, call us 9 - 5 Monday - Friday. Most deliveries are \$1.50. Prices rise with weight over 15 pounds and distances over 2 miles. Contract rates are lower. We offer monthly billing. Our number is (313) 994-1122.

CHANGING OF THE GUARD

We have lost several key people in personnel changes in the city and county government in the past year:

CECIL URSPRUNG has left UATS for an administrative job with the Commission on Professional and Hospital Activities (CPHA). Cecil will be sorely missed; he has a rare gift for getting people with widely diverging interests to work together to get a job done. His patient and persistent efforts had a great deal to do with the developing and implementing of the area bike path plan.

CLARE HOEDEMAN has retired as chief engineer with the County Road Commission. Ours is one of relatively few road commissions in the state to live up to its responsibility to develop nonmotorized transportation facilities with the half-percent gasoline tax mandated by the state legislature. A great deal of the credit for this goes to Mr. Hoedeman. He was an early advocate of the Packard bike path and worked hard to find the funds for it. We are grateful for your good work on behalf of bicyclists. We are pleased that in his place has been appointed HOWARD B. SELL, another early supporter of bike path construction. Howard worked on designing the Packard and Eisenhower paths and is presently in charge of implementing the plans for the Huron River path from the U of M arboretum southeast to the county line.

AL McCOMB and TOM URBANIK have left city traffic engineering jobs for other employment. Both were early members of the Bicycle Coordinating Committee and worked hard to get construction started on paths after the passage of the bond issue in 1973. Al has been in charge of day-to-day supervision of design and construction and so has had to listen to a lot of complaints about things which were not really within his power to do anything about. All in all, given the limitations of right-of-way acquisition, funding, and general City Hall inertia, Al and Tom did a remarkable job of nursing along the projects. We appreciate their efforts and wish them well.

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The next meeting of the Steering Committee will be a ride to inspect the proposed site for a bike path serving Mill Creek Park and the neighborhoods south of I-94; we will meet at 1606 Shadford Road at 8:30 AM, Sunday, September 11th. All are invited. Bring a light picnic breakfast.

* * * * *

The Urban Area Transportation Study Committee, chaired by Marilyn Thayer, has taken another step in implementing its plan for a county-wide bike path system. In May the committee adopted the Bikeway Staging Program prepared by Barton-Aschman Associates. It identifies six priority routes and specifies their location and design with an estimated cost. A task force appointed by UATS to help in preparing the program included AABL members Reuben Chapman, Dave Galbraith, Ann Hunt and Jerry Rees.

Gallup Park Bike Path

The contractors' bids for the extension of the Gallup Park bike path from the present picnic area eastward along the river to Dixboro Road were received on Friday, August fifth. The low bidder, L & K Construction, bid \$26,718 for the basic construction project, which consists of a 6560-foot long, 8-foot wide asphalt pathway plus placement of six benches. Two optional additions, consisting of paving near the Dixboro Dam, totaled \$2252 in the bid. These prices are well under the Park Department's prior estimates of \$37,580 and \$3452, so it is probable that the optional work will be included in the project.

The contract must now be written up at City Hall, then submitted to the State for approval. Since the State has already approved the project in principle, with a higher anticipated cost than the winning bid, the contract approval should be pro forma. The contract will then be submitted to City Council for its approval, probably just before or after Labor Day, with construction to start a few days later. Thus, while the path will not be in place by September, it should be completed well before winter sets in.

Dave Galbraith

Several Steering Committee members rode the new Stadium/Maple bike path on a recent Sunday morning tour. We had mixed reactions. First the good news: the curb cut ramps at intersections are much smoother than on previous projects. After repeated complaints about the unnecessarily high dropoff where ramp meets street, we found that the contractors were simply misinterpreting a drawing in a publication of the State Highway Department. A few phone calls later, the State issued an improved drawing and smoother ramps resulted. And now for the bad news: the committee listed the following hazards to safety and comfort on the path:

- loose gravel
- much broken glass
- broken concrete slabs in sidewalks
- car parked across walk
- cars turning across path without looking
- low-hanging tree branches
- high weeds encroaching on path
- sharp dropoff without warning at a gap in the path
- awkward 90° turns

Further, if a cyclist wishes to go the full length of the path on the south side of Stadium, he/she must cross to the north side at Main, cross again at Industrial, cross again at Brockman, and finally cross at St. Francis. The gaps are understandable and would probably cost an unreasonable amount of money to correct, but it is well to note that the millennium has not yet arrived.

For those who still have reservations about combined use of sidewalks for bike paths, it should be noted that we passed only a couple of pedestrians, whereas if we had been in the street we would have been passed by hundreds of cars moving at 35 MPH or more.

The following statement is being submitted to the County Commission in support of the Park Commission's proposed bike path on the County Farm property:

There has been a dramatic increase in the number of people riding bicycles in recent years, both for recreation and for transportation to work and school. At the same time, traffic congestion has increased as more cars are driven more miles on an already inadequate road system. As a result, there is a pressing need to provide facilities which separate bicyclists from high-speed auto traffic.

When Washtenaw Avenue was widened to five lanes recently, no room was left for pedestrians and bicyclists. Along the County Farm property there is a narrow, heavily worn dirt path so close to the curb that a pedestrian or bicyclist could be knocked down by a mirror projecting from the right side of a truck. For several years the Ann Arbor Bicycle League has been urging the County Commission to provide a sidewalk-bike path along this part of Washtenaw. The Park Commission's plan includes a path which will serve both commuting bicyclists and pedestrians along Washtenaw and those who are using the recreational facilities of the County Farm property. The Park Commission is to be commended for its initiative in working with the Urban Area Transportation Study Committee to develop a county-wide system of bikeways which will be used both for recreation and for transportation. The County Farm path is a key part of this plan. I urge the County Commission to approve the construction of this path as soon as possible.

Jerry Rees

* * * * *

A recent letter to the Action Please column in the Ann Arbor News asked about the law regarding right-of-way when a car is turning across a bike path. Judge Eldon was quoted in the reply as making very clear that the bicycle has the right-of-way and the car must yield.

* * * * *

Bicycle racks have been ordered and will be installed soon in front of the new Federal Building on Liberty Street. A recent letter to the editor of the Ann Arbor News complained about the absence of racks, but an AABL Steering Committee member was assured by the building superintendent that this was not an oversight; racks have been in the plan from the beginning, but have been delayed in delivery.

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The new Washington, D.C. subway system is installing bike lockers at five stations. Lockers are also being tried in Denver and Pittsburgh. The Atlanta subway system, under construction, will include special bike parking posts at stations. The Honolulu system will make provisions for carrying bicycles and surfboards on subway cars.

* * * * *

Another city has discovered the effectiveness of putting policemen on bicycles. In Los Angeles, it is reported that policemen were able to bicycle to the scene of a crime in progress and make their arrest without even being noticed.

ODDS AND ENDS

A rest area was recently dedicated on State Highway 185. What's unusual about that? Only at there are no cars on route 185 -- only horses and bicycles. The road is on Mackinac Island, which allows no cars. The rest area, at the opposite end of the island from the boat dock, will serve bicyclists and equestrians, and was paid for by nonmotorized funds of the Highway Department.

* * * * *

Q. Why can't a bicycle stand up by itself?

A. Because it's two tired!

(from Slow Spokes of Macomb newsletter)

* * * * *

The number of vehicle-miles driven by cars and trucks has increased by 52% in the past ten years; in that time, the number of miles of roads increased only 5%. More crowded roads leave less room for bicycles. Pious statements about the need for better driver education don't mean much when push comes to shove.

* * * * *

Senator Packwood (Oregon) has introduced a bill which would provide 45 million dollars for bikeway construction. The bill had 23 sponsors, none from Michigan. Write a letter supporting the bill, S. 1495, to Senator Lloyd Bentsen, Dirksen Senate Office Bldg, Washington D.C. 20510. Send a copy to Senators Riegle and Griffin. A companion bill, H.R. 955, can be supported by writing Rep. James J. Howard, Rayburn House Office Bldg, Washington D.C. 20510.

* * * * *

A printing company in Connecticut pays 30 minutes overtime to employees who bike to work, to promote physical fitness through daily exercise. Suggest this to your employer, and remind him, if his company maintains a paved parking lot, that he is already subsidizing other forms of transportation.

* * * * *

This newsletter is published by the Ann Arbor Bicycle League, and is paid for by contributions from sustaining members as well as a share of the proceeds from the annual Ecology Center Bike-a-thon. If you would like to be notified of future Steering Committee meetings, write or call the Ecology Center.

EDITOR'S COMMENTS

I can't help injecting a few comments in this issue. We are rounding out seven years of publishing the Ann Arbor Bicycle League Newsletter -- a long time for a bicycling organization. I feel that the news in this issue is the most heartening of any we've published. Reuben's account of his bicycle messenger and delivery service is truly inspiring. Tina's report on the emerging of a true network of bike paths marks the culmination of many hours of hard work by a lot of people. Since it has come so gradually, there have been no grand openings or ribbon cuttings. Thousands of cyclists are riding our paths without giving any thought to the struggles which have made them possible. Steady progress towards a continuous path along the Huron River makes real a dream we have had for many years. Most importantly, perhaps, we now have engineers, planners and administrators in both city and county government who routinely include bicycles when they talk about transportation needs in the area.

We have seen public attitudes changing from complete incomprehension to friendly support when we have asked for recognition of bicyclists' rights. We confess we were a little miffed when the Chamber of Commerce, after branding our bike path plan "ill-conceived and shortsighted" (Ann Arbor News, 3/19/73) then began touting Ann Arbor as a great place for bicycling in its slick publications. But that is long past.

Cecil Ursprung caught us by surprise not long ago when he asked, "When are you going to ask for another bond issue?" We were still so thrilled about winning the last one that we didn't have the courage to even think about the next one. But he's right, of course. There is still a lot to do, and this is no time to sit back and rest on our --- saddles.

Jerry Rees

BIKEWAY OVERPOWERS POWER PLANT

The Madison Gas and Electric Company in Wisconsin recently had to abandon four potential sites for new electric generating stations when they discovered that the Chicago and Northwestern Railroad from Broadhead to New Glarus had been replaced by a cross-country bike path. This is an excellent path which follows the Sugar River for 27 miles through picturesque farm land that should never have been identified for industrial sites in the first place.

Hal Smith

Save That Ferry!

On a bicycle trip this summer from southern Minnesota to Ann Arbor, I made use of the Chesapeake and Ohio Railroad ferry from Manitowoc, Wisconsin to Ludington, Michigan. Unlike most other transportation modes, the ferry handles bikes the way they ought to be handled; no dismantling required, no boxing, no removal of touring gear. No damage on any sort was noted on my bike or on those of two other cyclists who made the trip at the same time. A bicyclist pays \$8.50 for him/herself, plus \$2.50 for the bicycle, for a one-way passage. Although motorists are advised to make advanced reservations, no advance reservation or notice is needed for the bicyclist. Since bicycles are loaded last and removed first, the total time required need be very little more than the four-hour passage time.

In addition to the two other (unrelated) cyclists who crossed on the same trip I did, I met two cyclists on their way to board for the return trip. All four were Wisconsin residents who were bike touring in Michigan, and probably would not have come were the ferry unavailable. The ferry can also facilitate cycling vacations for Michigan residents going to Wisconsin. Such vacations should be quite attractive; in the counties around Manitowoc, virtually all the roads were paved, making it very easy to choose a low-traffic route.

The Chesapeake and Ohio has petitioned, thus far unsuccessfully, to abandon this ferry service. On the basis of what I saw, I certainly hope that this petition continues to be denied and that we do not lose this economical and fuel-efficient means of crossing Lake Michigan.

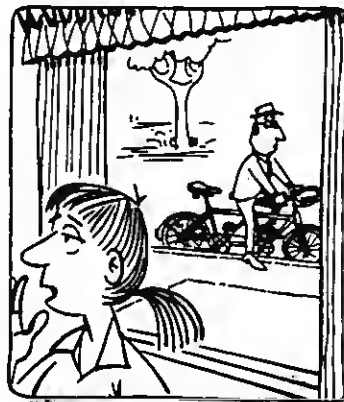
Dave Galbraith

CONGRATULATIONS

Twin daughters, Susan and Diana, were born on the Fourth of July to Ann and Tom Hunt. The twins have already attended a Sunday morning AABL Steering Committee breakfast, and are clearly in the best of health. Big sister Jennifer was observed showing brother David how to balance on her new two-wheeler, and if we can find a tandem with 16-inch wheels for the twins, it won't be many years before the whole family will be on bikes.

Another welcome arrival last month was the delivery of Dave Galbraith's doctoral dissertation from the printer. Congratulations, Dave, on your well-earned Ph.D. in nuclear engineering!

And good news from Carol Chaney, who has been honored with a fellowship to do research in inorganic chemistry at Northwestern University.



"George, your car pool is here."

VIRGIL PARTON, FIELD NEWSPAPER SYNDICATE

(clip and mail)

name _____

address _____

Please ☐ enter ☐ renew my sustaining membership; enclosed is a contribution to help pay for the newsletter.

Suggestions for future construction of bike paths or other physical improvements for biking:

Comments on design or location of existing bike paths:

Please clip and mail to AABL, 417 Detroit St., Ann Arbor 48104

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 8, NUMBER 1

BCC UPDATE

MARCH, 1978

Phase IV bike paths are coming off the drawing board. Preliminary plans are completed for:

Packard Bike Lane -

Improvements will be made to the surface and a new permanent white line (thermo-plast) will delineate it.

Packard Road -

The missing link has been "found" (across from Georgetown Mall) and paving repairs will be made where needed.

Northside Route -

A route partially paralleling Pontiac Trail from Skydale to Broadway will utilize signed low trafficked streets and a bit of new path.

Brockman Connector -

Signs will direct cyclists from Washtenaw to Stadium and vice versa.

Pauline Connector -

Signs, again, will direct cyclists along Pauline between Main and Stadium.

Ellsworth/Packard Connectors -

Two optional routes will use a sidewalk path along Platt and signs along Springbrook from Marshall to Packard.

North Division -

A sidewalk bike path will run from Broadway Bridge to Huron.

Stone School Road -

Ramps at intersections will complete this path.

Phase IV bike paths underway but not off the drawing board:

South Main to Eisenhower -

Plymouth/Huron Parkway -

- ° Sidewalk path to be completed between Green Road and Huron Parkway.
- ° New path to be built between Plymouth and Nixon along Huron Parkway.

Mill Creek Park -

The Parks Dept. is developing a bike/pedestrian pathway system that will connect University Townhouses area with Stone School Road bike path. The BCC has allocated funds to help with this project.

Phase IV funding allocations not yet on the drawing board:

The BCC has earmarked some funds to aid in the construction of a path connecting from Manchester to Arborland paralleling Washtenaw. The County Parks and Recreation Commission has planned a path through the County Farm which will connect with Huron Parkway via Professional Drive. A short jog up to Washtenaw along Huron Parkway and onto a path along Washtenaw will complete the route.

A Washtenaw Ave. Bike Task Force has been formed by Bob Polens (UATS) to discuss the plans, funding and engineering of this important pathway. Representatives of the County Parks Comm., County Planning Comm., UATS, State Highway Dept. and BCC have had one meeting to review plans. The State Highway representative will look into the possibility of securing preliminary engineering. At present this appears to be the extent of state aid.

Gossip from Lansing indicates that if the State Highway budget is cut, bikes will be the first to go - "Last in, first out." A letter to your state representative wouldn't hurt - Energy conservation is on everyone's mind these days.

When Phase IV is completed, the bond issue money will be gone! Three areas of continuing responsibility remain, however:

- maintenance
- education & safety
- continuing new construction

We guesstimate that about \$100,000 per year should maintain and further develop our bike path network. A millage increase of 0.15 mills would suffice. How do you feel about this? Should we try to tack it on to a road repair millage? Should we go it alone? Please let us know what you think. - - - -

Tina Beyer

ANN ARBOR BICYCLE LEAGUE
417 DETROIT STREET
ANN ARBOR, MICHIGAN 48104

FIRST CLASS MAIL

HURON RIVER BIKEWAY PROGRESS

This summer construction will begin on the Huron River Bikeway. Made possible by an unprecedented spirit of cooperation among many agencies, this bikeway will serve the Huron Valley Corridor as a commuter and a recreational route connecting Ann Arbor and Ypsilanti along the Huron River and E. Huron River Dr. At its eastern end it will tie in with the existing Grove Rd. bikeway to carry cyclists to the Wayne County line. AABL feels privileged to have shared the planning of this bikeway with representatives from UATS, the Washtenaw County Road Commission, the City of Ann Arbor, City of Ypsilanti, U.M., E.M.U., Washtenaw County and the Michigan Department of State Highways and Transportation. St. Joseph Mercy Hospital, Washtenaw Community College, and Ann Arbor and Superior Townships are also involved in granting rights of way. FAUS funds, with local matching, will cover construction costs.

Bids will be let in April or May. At this time there will be publicity in the newspaper with a map and details of the bikeway. If you would like more information now, call Bob Polens, UATS director, 994-3127, or Howard Russell, engineer in charge, 761-5100.

AABL members should be aware that it is already possible to bike from the Broadway bridge in Ann Arbor to the Dixboro Dam on a bike path. By starting on the path which goes under the bridge, going through Riverside

Park, and crossing the Wall St. bridge, one can connect with the Fuller Road bikeway and ride to Huron High. Then one enters Gallup Park, crosses the rebuilt Geddes bridge, and is on the already completed segment of the Huron River Bikeway from Gallup Park to the Dixboro Dam. It is a beautiful ride well worth your time when the spring thaw comes.

An addendum: The Ann Arbor terminus of the Huron River Bikeway will be the Fuller Road bikeway via a special bridge across the river southwest of Huron Towers. Originally a second terminus was planned - a path into the Arboretum through a tunnel under the railroad tracks. This path would be useful not only for recreational but for commuter purposes as well since it would allow cyclists easy access to University Hospital. However, ConRail waited 7 months after receiving the tunnel design to reject it, making it impossible to produce an acceptable alternative in time for this summer's construction timetable. It seems to the AABL Steering Committee that ConRail could have replied much sooner, since the problem with the tunnel was an obvious one: the design did not allow enough cover distance between the railroad ties and the top of the liner pipe to meet ConRail's standards. To do so would put the bottom of the tunnel below the low water mark. There appears to be no way the tunnel can be built to meet the standards; therefore this part of the plan is tabled for now. We are concerned that some way be found to get around the tracks and into the Arb, and urge that this issue be kept alive.

Ann Hunt

JOGGERS VS. MOTORISTS

A recent exchange of letters in the Ann Arbor News points up a basic problem for both pedestrians and bicyclists. An angry motorist wrote in to complain about joggers being out in the street and getting in the way of cars, and asks why the joggers don't use the sidewalks and bike paths. The writer threatens to look for puddles so he can spray joggers with mud when they get in his way. There were of course many angry replies, pointing out that the sidewalks and bike paths have been completely impassable since the Big Snow on January 26th and that motorists must be willing to share the road.

These letters bring into the open the usually unspoken assumption that roads belong to cars. This attitude has gradually grown since the days when horseless carriages spattered mud on pedestrians and made horses bolt in panic. Laws at that time made it very clear that all modes of transportation have a right to use the roadway. Because of their large size, weight and speed, cars have taken over; the presumption is that

since cars are bigger, their drivers must be more important than the others who must use the road. But the law still makes it very clear that bicycles, pedestrians and horses still have a right to use the road.

It could be argued that if sidewalks and bike paths are provided, then each mode should occupy the space that has been provided for it. This ignores the fact that (1) many city streets and most country roads do not have sidewalks, (2) bike paths are few and hard to find, poorly maintained and fragmented, and (3) bike paths and sidewalks are mostly impassable in the winter.

If all motorists felt as the writer did, it would literally have made prisoners out of a large segment of the population from January 26th till the present, since only centers of streets have been passable. Perhaps from a motorist's point of view, bicycling and walking or jogging are not as important as driving a car. But that is a judgment the motorist is not entitled to make. Aside from emergency vehicles, who is to say that one traveler is more important than another?

Jerry Rees

FULTON ON FAMILY CYCLING

Mary Fulton, a charter member of AABL and avid bicyclist, is continuing her cycling activities in Oregon with her husband Jerome and children Richard and Nancy. Here is her report on her latest endeavor: family cycling.

.....
The League of American Wheelmen has formed a Family Cycling Committee; its purpose is to encourage families to bicycle with their children, to put biking families in touch with others to share information and rides, and to encourage the bicycle clubs to offer a range of activities so younger bikers and beginning bikers can share the fun. The committee grew out of a conversation at the L.A.W. Convention in Pennsylvania, in July, 1976.

At that convention Greg and Bonnie Neff and Jerome and I were enjoying a chicken barbecue. It had been a good week for biking; the convention offered many rides of many lengths and at different times. We talked of the problems we had had finding equipment that allowed us to take children with us, the tandem that kept breaking spokes, replacing parts on the Bugger trailer that Nancy rode in until she could pedal her own three speed, keeping the kids enthused so they wanted to go with us.

Richard and Nancy like to bicycle, but not on extremely long or hard trips or with adults only. I suggested L.A.W. might help families contact each other to plan rides and encourage participation by all family members. Greg took this idea to the 1977 L.A.W. Convention; he moved that a committee be established, and later suggested me as the chairman. When Jim Kehew, the L.A.W. President, appointed me, I gladly accepted.

The committee is just beginning. We have yet to measure the interest of the L.A.W. members. Families that cycle are concerned about safety, equipment, encouraging their children's enjoyment and interest, and finding other families who share these interests in bicycle touring. I have felt that if families who bike could only find each other, they could cooperate in driving sag wagons or transporting the littlest ones. Even on vacations, they could alternate drivers for a longer trip. If you wish to support, encourage or express your interest, please contact me: Mary Willis Fulton
1812 N.E. 45th Ave.
Portland, OR 97213
503-284-1649

Any move to encourage people to get out of cars and onto bikes is a bonus. Families who cycle bring up youngsters who, hopefully, will continue to cycle. I hope the committee can do a lot to promote bicycling.

- Mary Fulton-

BIKE - A - THON SUNDAY, MAY 7

We will be cosponsoring the Ecology Center's Annual Bike-a-thon with the Center and the Ann Arbor Bicycle Touring Society again this year. The event will be a week earlier than usual, on May 7th from noon to 5 p.m., starting at Farmer's Market and following the two popular routes used last year. Beth Greenberg at the Ecology Center is overall coordinator. She can be reached at 761-3186 for general information or to accept your offer to help with publicity.

There are many jobs for which we need volunteers. Do you have a van or truck you can drive as a sag wagon on May 7? Can you be a checker? Do you have time to distribute brochures and posters during the three weeks before the ride? Let us hear from you: call the appropriate numbers below.

Cindy Donahay 764-0463 (w) - Directional signs

Sharon Pinsak 973-0441 - Checkers, county

Scott Trowbridge 994-1287 - Checkers, city

Paul Bjornstad 665-4968 - Checkers, Farmer's Market

Ann Hunt 761-1147 - Sag Wagons

Linda Williams 763-2411 (w) Brochure and
662-1087 (h) Poster Distribution

A CHEMICAL BICYCLE

Carol Chaney, AABL steering committee member temporarily on leave at Northwestern University, contributes the following clipping from the Chemical & Engineering News (used without permission):

Bicycle enthusiasts may be happy to learn that they have allies in the molecular realm. Dr. Howard E. Zimmerman of the University of Wisconsin, Madison, told the symposium on organic photochemistry, sponsored by the Division of Organic Chemistry, of a class of light-induced reactions he calls "bicycle reactions." As he describes one such reaction, "The c-6 of a 2-methylenebicyclo(3.1.0)hex-3-ene slithers along the pi system of a fulvene moiety to the exocyclic pi bond, thus giving a spiro(2.4)-hepta-4,6 diene. The rearrangement can be envisaged as involving a carbenoid carbon (for example, c-6) bicycling on the fulvene pi system using its sp² hybrid orbitals as "wheels" and its exo and endo substituents as "handlebars." Although it is not clear where the pedals are attached, they seem to turn in only one direction: Zimmerman and his colleague Timothy P. Cutler have shown that except in special circumstances, the carbenoid bicycle will move only counterclockwise around the ring. They describe three more examples of the reaction in a paper submitted to the Journal of the American Chemical Society.

(Betcha thought we couldn't type that, Carol)

FULLER-GEDDES CORRIDOR HEARINGS

Now that the UATS (Urban Area Transportation Study) Huron Valley Corridor Study is moving into its final phases, public participation has been considerably more lively. The most recent public hearing, held in the Huron High School cafeteria on February 2nd, was very well attended. Ann Hunt made a brief statement on behalf of AABL to the effect that we support UATS' serious consideration of alternatives to the automobile.

The Huron Valley (or Fuller-Geddes) corridor has been a controversial transportation planning issue for years. UATS' response has been to design a study which has, from the start, incorporated community input and has conscientiously looked at a wide range of alternatives. At each stage, preliminary results were presented at public meetings. The comments received were used by the UATS Steering Committee to guide their consultant in subsequent phases. The study design has been to look initially at a relatively large number of alternatives, then to focus on a selected number of more desirable ones.

Although the current UATS study has been under way since the fall of 1976, it didn't stir much controversy until the fourth public meeting this last November. At that meeting, UATS consultant presented an evaluation of four alternatives, and the UATS Steering Committee recommended alternatives I and III for further consideration.

Alternative I emphasized a series of operational/policy strategies and essentially no road construction. Alternative III incorporated the strategies of alternative I plus a minimum amount of new construction. This involved replacing the Fuller bridge across the railroad and widening Fuller and Glen from Wall Street to Huron.

Also at the November public meeting, representatives of the University of Michigan, who had not previously participated in any of UATS' public meetings, disclosed plans for rebuilding the U of M hospital on its present site. They also made a strong argument

for a new four-lane access road from the Medical Campus to Huron Parkway. The University's recommendation was obviously inconsistent with UATS alternatives and so considerable controversy developed. Subsequently, other alternatives were offered, such as a suggestion from Ulrich Stoll for a new high-level bridge across the river and railroad, connecting to North Hospital Drive to the east of Glen.

At the February public meeting, the UATS consultant presented a more detailed evaluation of alternative I, alternative IIIA, (a modification of alternative III) and alternative V, which was the UATS version of Stoll's suggestion. These alternatives were ranked in the order IIIA, I, and V. A spokesperson for the University also made a statement which in essence pledged cooperation with UATS and indicated that the University also had retained yet another consultant to look at the Medical Campus access problem.

The U of M's consultants now recommend less new construction than previously, and also suggest reliance on UATS's "operational strategies". Their plan appears to be a blend of alternatives III and V. It calls for a new two-lane road from Fuller at a point between the river bridge and the Fuller swimming pool, turning sharply south and bridging the railroad to connect with the Medical Campus at a new main entrance to be established at the northeast corner.

AABL is concerned with all these machinations surrounding the UATS study. First of all, this corridor contains one of the first bikeways to be established in Ann Arbor, and we want to make sure that bicycling interests are maintained. But, perhaps more importantly, the UATS study represents a significant experiment in public participation and community planning. AABL, and everyone concerned with wise planning, have a vested interest in seeing the UATS study succeed.

One wonders why the University failed to take note of the UATS planning until such a late date. Their present position seems to be influenced by a pragmatic recognition that UATS has the power to approve or disapprove the expenditure of federal funds for transportation.

Hal Smith

FIRST BREAKFAST RIDE SET

The first breakfast ride of the year will be held on Sunday morning, April 2nd, if it doesn't snow. (As this is being typed, we can still see the snow drifts above the window sill as we look across the back yard.) But it will be warm and sunny on April 2nd, and we hope a lot of enAABLers will turn out. We will meet at 1606 Shadford and ride to Gallup Park, down the river on the new path by Geddes Pond, then to Ypsilanti for breakfast at a restaurant. New riders are especially welcome. The pace will be slow. (creek) For information, call 663-1150 or 761-1147. Rides will start at 8:00 A.M. this spring; watch the Sunday newspapers for more details.

You can help us work for better bicycling in Ann Arbor by becoming a sustaining member of the Ann Arbor Bicycle League. Send \$2 or more to AABL, 417 Detroit Street, Ann Arbor 48104. Activities of the League are conducted by an informal steering committee which you are welcome to join. Watch the announcements on the Conservation page in the Sunday Ann Arbor News or drop us a note. Written comments for the newsletter are always welcome.

A case currently in the courts is being followed with great concern by AABL. Last November, a bicyclist was stopped on Plymouth Road and ticketed for blocking traffic. The bicyclist contested the ticket, claiming that the condition of the road forced him to ride near the center instead of at the edge of the pavement. When the case was tried, the arresting police officer stated that "the bicyclist should have been further to the right"; on the strength of that, the judge found the defendant guilty, but suspended sentence in recognition of the possibility that bad pavement may have forced him to the center of the road. It later developed that the arresting officer cited an ordinance which turns out to apply to cars which park in such a way as to block traffic; that, plus the feeling that justice had not really been done, induced the bicyclist to hire an attorney and seek a retrial. This request is now pending.

There are some deeply disturbing features in this case. One of them is the large amount of misinformation which was given out by the arresting officer, the officer on duty at the police station, and even the chief of police when asked about the case. Surprisingly, it seems that the chief of police and at least some of the officers are under the impression that convictions for bicycle violations can lead to assigning points to one's drivers license and even revoking the license. This is emphatically not true, and although not a crucial issue in this case, leaves one with the impression that the police department simply does not know the laws governing bicycles.

Another matter of concern is that the conviction was based on the officer's unsupported statement that the bicycle should have kept to the right. The law states only "as far to the right as practicable", the implication being that some judgment must be used about the relative safety of riding at the edge of the road when there are hazardous conditions there. The officer did not claim that he had examined the road and found it safe to use.

We hope that this case will be retried and that the bicyclist will have his day in court so justice can be done. Otherwise a very bad precedent will have been set.

Jerry Rees

FINANCIAL REPORT

The Ann Arbor Bicycle League receives its financial support from contributions from its sustaining members, and also from a share of the proceeds from the annual Bike-a-thon co-sponsored with the Ecology Center. Our bank balance before the mailing of this news letter was \$473. Each news letter costs about \$75 to print and mail. In addition, we will pay for the printing of 10,000 bike path maps to be distributed this spring. If you haven't sent a check lately, now would be a good time.

MECHANIC'S CORNER

by Jeffrey Grieves

Hi ya folks! Seeing as how bike season is just around the corner, now would be a good time to start thinking about getting your bike in safe working order for this year.

First, inflate your tires - to check for cuts in the tread or cracked side-walls. If you do this at a gas station, use a gage. (Buy, beg or borrow one.) And, only press the nozzle on your valve for one second at a time. (Their compressors are made to inflate car tires with a much bigger cross-section, and it will blow your tire off the rim in 5 seconds or less!)

Second, spin your wheels - off the ground. And, with a critical eye on your brake blocks see if the rim wobbles or is out of round. If so, have them trued professionally, or get a spoke wrench & a book (and lots of patience) to do it yourself. A good book for beginners is, "Anybody's Bike Book," or for the more advanced enthusiast, "Glenn's Repair Manual." True wheels are very important for safe pleasurable riding. Wheels that are "beat" must have the brakes adjusted further away from the rim - less efficient braking action, or the wheel hits the brake once a revolution. If you replace your brake blocks be sure the block's angle matches your rim. Also, be SURE the open end of the shoe faces the rear of the bike! Otherwise, the block will pop out when you brake hard and you will have no brakes!

Third, put a drop of oil (not 3 in 1) on your cables wherever they go into their housings and on any pivot point you can reach. If you have a three-speed, put approximately a dozen drops of Sturmey-Archer oil into your hub through the oil hole. Do this about once a month. Lubricate your chain with "ChainLife" - a white foam. If you cannot find "ChainLife" in a bicycle store, many motorcycle shops carry it, and some sports car shops have it. (They use it on timing chains.) This stuff picks up much less dirt than oil and it penetrates the rollers of your chain better - where the lubrication is really needed. Directions are on the can.

If your bike is more than two years old & used often, you should overhaul it, or have it done by a bike shop. That is - totally disassemble, inspect, replace worn or bent parts, and reassemble with new grease & bearings. Then, correctly adjust. You can do this yourself - with a book, or pay someone about \$30 to have it done. Your bike will literally ride like new!

See you on the road -

Your friendly mechanic, Jeffrey

P.S. Next time I'll talk about adjusting your own gears & brakes.

LANSING LEADS THE WAY

Reuben Chapman

Lansing is leading the way in bicycle safety education. Bonita Dostal Neff, formerly active with the Ann Arbor Area AYH, has written two proposals and received grants from the Consumer Product Safety Commission to organize bicycle safety education programs. Bonnie is the national educational chairperson for the League of American Wheelmen and a regular commuter by bike.

The main thrust of the education program is on-the-road instruction of key decision-makers and educators in the Lansing area. I taught the first course of six 3-to-4-hour sessions in October. The participants included a high school driver education teacher, Lansing police officers, a sheriff's deputy, three Lansing city government staff members, city council people, and a probate court traffic violation referee.

The course was aimed at improving riding skills in traffic and demonstrating that traffic law principles make sense for cyclists. We showed that following these principles greatly increases the predictability of cyclists for motorists and therefore reduces the likelihood of run-ins with motorists. The five riders who completed the riding sessions of the course improved their skills and enjoyment of cycling dramatically.

As the next step, Bonnie got herself hired by the 4-H to carry out their state-wide bicycling safety program. Her first project was to train bike safety patrols to be models of effective cycling and to enforce traffic laws on cyclists in Lansing, East Lansing, and adjacent townships. The patrols will be paid with CETA funds and supervised by police officers who will go through train-

ing with them. I will teach these patrols too. Approximately 35 people will be in the course. It will be 11 sessions similar to the course described above.

The text for the course is Effective Cycling by John Forester. AABL members can check out a copy from the Ann Arbor Public Library. It was donated by the Ann Arbor Bicycle Touring Society. Forester provides an instructor's manual, procedures for testing students' skill on the road and in verbalizing the rationale for effective cycling, and certificates for completion of the course requirements. The course for the bike safety patrols will be the complete one tested by Forester with extensive mechanical and riding instructions going beyond the earlier versions which I taught.

Bonnie is developing a lot of sensible activities: a peer court to deal with juvenile cycling traffic violators, segments for driver education courses in schools, a curriculum aimed at elementary students and teachers, training more Effective Cycling instructors, and writing a human-powered vehicle ordinance that would be uniform in the tri-county area around Lansing. The ordinance will supersede the current Lansing bike ordinance and will initiate a tri-county computer-based licensing system for bicycles. Bonnie hopes to use the announcement and distribution of the ordinance to educate the motoring and cycling public about cyclists' right to the road as well as to begin the equal enforcement of traffic laws for all drivers.

One city traffic engineer has been involved in these projects. He designed the few bike lanes which Lansing has. As he became more involved in all this, his design criteria seem to be changing toward those that bicyclists can live with.

I am impressed with all this activity and glad to be associated with it. It is too soon to say what the impact will be on cycling. By the end of the Bike Patrol' first season on September 30, 1978, I should have another report.

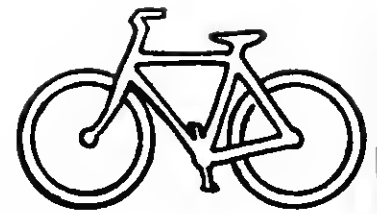
INCREASED FUNDING DUE

Prospects are good for passage of a bill in Lansing which would double the amount of money available from the gas and weight tax for building bicycle facilities. Presently 1/2 percent, or about a million dollars a year is supposed to be spent by the Department of State Highways and Transportation for non-motorized facilities. A part of the transportation package now moving through legislative machinery would raise that to one percent. Still not much when spread over the entire state, but an improvement.

A SELLOUT FOR CHEAP GAS

A recent letter to Time magazine reminds us of the Biblical story of Esau selling his birthright for a mess of pottage (whatever that is). The writer says, "It would seem...that the Arabs are gradually buying out this country. Let them. The greater an economic investment they have in the U.S. the more likely they are to avoid oil price increases or oil embargoes. Let's keep our cars running and our mouths shut." Maybe the Arabs will let us have bread and circuses too.

AA BL



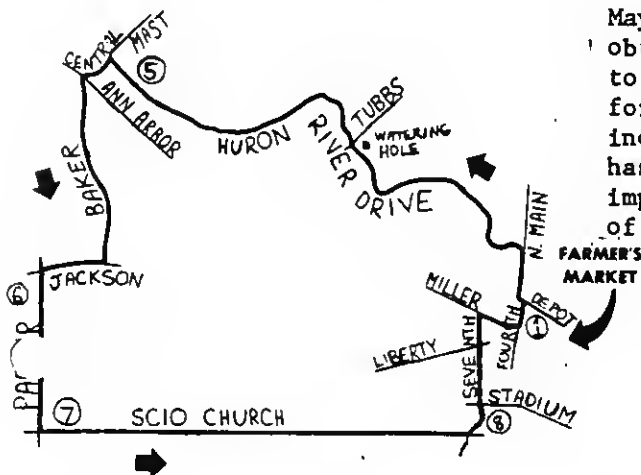
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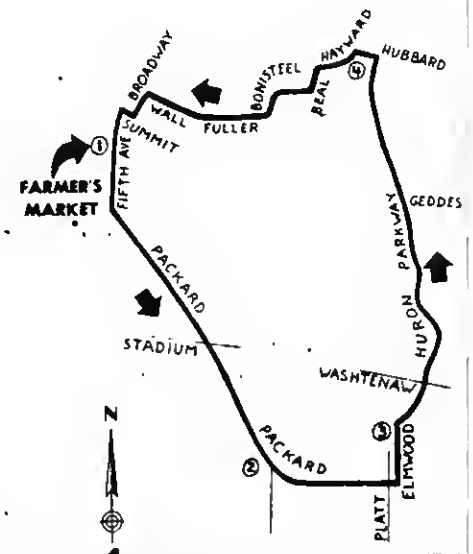
BIKE-A-THON SPECIAL

COUNTY ROUTE



The seventh annual Bike-a-thon sponsored by the Ecology Center of Ann Arbor will be held on Sunday afternoon, May 7th, from noon till 5 o'clock. We urge you to obtain sponsors and see how many miles you can ride to earn money for the Ecology Center, and incidentally, for the Bike League, which depends on Bike-a-thon income for a major part of its yearly income. The event has been very successful in past years and raises an important part of the Center's budget. See page three of this newsletter for more details about the ride.

CITY ROUTE



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Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48103

FIRST CLASS MAIL

STATE HIGHWAY DEPT., FIVE YEARS LATER

The Michigan Department of State Highways and Transportation (MDSHT) is completing its fifth budget year since the legislature instructed it in 1972 to use one-half percent of its gas tax money on non-motorized facilities. "Non-motorized facilities" has been interpreted by the attorney general to mean bike paths, horse trails and related facilities such as rest areas. Planning for horse trails has been carried on in cooperation with the Department of Natural Resources, the assumption being that it would be undesirable to put horse trails in highway right-of-way, but rather to build them in parks, recreation areas and abandoned railroad right-of-way.

What has been accomplished in this first five years of what is a new kind of activity for the MDSHT? Perhaps the most important single achievement has been the assigning of two full-time, professionally trained staff people to work on planning and expediting construction of non-motorized facilities. We have been extremely fortunate to have very capable and dedicated people in these key spots. First was Carl Jager, an engineer who laid much of the groundwork for the operation, developed a planning manual and chaired the Department's Non-motorized Committee, a group of eight staffers who meet monthly to oversee the effort. He was joined by Terry Eldred, who has done much of the detailed planning on major projects such as the Kal-Haven Trail. After three years Carl took another job in Arizona and was replaced by Bob Kirkbride, an experienced transportation planner. Bob has done an outstanding job of bringing together the many varied interests and efforts around the state, nursing projects through layers of bureaucracy with tact and good humor. He is also responsible for assembling and analyzing data for the highway needs study which is in progress and which will play a large part in allocating transportation dollars in years to come.

The total amount received by the State Trunkline Fund in the five-year period is \$1.2 billion, and a half-percent of that is 6.1 million. The Department has actually spent or committed \$6.3 million, so at first glance it appears that they have more than met their obligation to the legislature. A closer look reveals that \$3.1 million was reimbursed by the federal government, largely in matching funds for the I-275 bike path, so this brings the actual amount of gas tax money spent down

to \$3.2 million --- a tidy sum, but a long way from the amount intended by the legislature. The total would be somewhat higher if we included the administrative costs which were absorbed by the Department, so on balance we must say that a reasonably good effort has been made (over the objections of old-time Department members who still think that roads should be only for cars and trucks, we fear).

The largest single project has been the path along Interstate-275, which is discussed elsewhere in this newsletter. When the initial decision was made to build this path, it was known that it would be very expensive because of engineering problems requiring several structures such as overpasses. But the assumption was that 90% of the cost would be paid by federal matching funds so it would not take away from the many other projects which were being proposed. It was thought that a bike path along a major freeway in a heavily populated area would be an excellent demonstration of the potential of non-motorized transportation. How this turns out remains to be seen, but the project has been a useful learning experience for engineers and planners and is probably worthwhile.

Other major projects have been the acquisition of abandoned railroad right-of-way on a 37-mile route from Jackson to Lakeland, and the attempted purchase of more right-of-way from Kalamazoo to South Haven. This latter project is held up by the difficulties in dealing with bankrupt Penn-Central Railroad. Together, these routes will form part of a major cross-state trail linking Lake Michigan with Lakes Erie and Huron. Other abandonments are under study.

An important policy decision made recently by the Department is that all future road construction or reconstruction projects will include at least a 3-foot paved shoulder. In cases where non-motorized use is anticipated, these will be widened to 5 or 8 feet.

So far the Department has built 36 miles of class I (separate) bike path in addition to the I-275 path, and 61 miles of 5- to 8-ft. paved shoulders for bicycle use. The average cost has been \$29,800 per mile of path, and \$12,900 per mile for paved shoulders (both sides). The average cost of the I-275 path has been \$76,800 per mile, but this includes several bridges and railroad crossings.

In addition, the Department has printed and distributed free county maps for bicyclists to use for route planning, and has assisted local communities in planning and building non-motorized facilities. In summary, it has been a very productive five years.

ENERGY ADMINISTRATION DISCOVERS BIKES

The first draft of an energy-conservation plan developed by the newly-formed Energy Administration in Lansing virtually ignored the bicycle as an energy-saving device. After a storm of protest from bicyclists who know better, planners included the promotion of bicycling as one of the goals of the program. The objective set is to divert 10% of auto trips of 5 miles or less to bicycles by 1985 through increased public support of Michigan's non-motorized program. To begin this effort, the administration has allotted \$10,000 this year to promote the expansion and use of bicycle routes and facilities.

It has not been decided how to spend the \$10,000 yet, but the Non-motorized Advisory Board of the State Highway Department has recommended as a beginning that a conference be called to gather ideas from leaders of bicycling groups, and that perhaps a series of TV spot announcements promoting bicycling could be developed. Other ideas are welcomed. You can write to Renee Drouin, Transportation Specialist, Michigan Energy Administration, P.O.Box 30004, Lansing 48909.

TOURING SOCIETY ACTIVE

The Ann Arbor Bicycle Touring Society is a local organization whose purpose is to promote recreational cycling. The organization plans and stages rides which provide an opportunity for bicyclists to ride together and enjoy a wide range of cycling experiences.

A varied schedule of rides is offered by the society for riders of all ages and degrees of experience. Some rides are primarily social events while others give riders a chance to pursue personal time and distance goals.

Rides are scheduled every Saturday morning at 7:30, leaving from the Amtrak parking lot near the Gandy Dancer restaurant. There are also evening rides on Wednesday and Friday, and longer rides on Sundays.

A major ride which attracts hundreds of bicyclists from several states is held each summer, called "One Helluva Ride".

Several routes, from 50 kilometers to 100 miles in length, all pass through Hell, Michigan, and are followed by a catered dinner.

You can get more information and a complete ride schedule by calling the club president, Phil Howrey, at 665-3891.

You can help the Ecology Center and the Bike League continue their work for another year by participating in the Bike-a-thon being held this Sunday, May 7th. You can ride on either of two routes, one in the city for 11 miles, and one in the country for 28 miles. The maps on page one show the check points; you can start at any point, but be sure to have your sponsor sheet stamped at each point. Obtain a sponsor sheet at the Ecology Center or phone 761-3186 to find out more about the event. To raise the maximum amount of money, get as many sponsors as you can, guaranteeing a specified amount to pay per mile, and then, of course, ride about twice as far as your sponsors expected you to.

Safety has been a major concern of AABL on all of the bicycling events we participate in. The country route will be patrolled and with a lot of bikers together, motorists should be aware of the need for extra caution. To insure good visibility, AABL will supply bright orange triangles to put on the back of each rider. The orange cloth has been donated by Mr. Robert Faber, owner of Faber's Fabrics. Mr. Faber is a former councilman and has always been a strong supporter of measures which promote safe bicycling. We appreciate his contribution very much.

The bike-a-thon will start at noon and continue till 5 P.M. You should plan to start the country route by 2:30 and the city route by 4:00.

It is important to collect your pledges right away after the ride. They should be in to the Ecology Center by May 20th at the latest. As a part of the event, there will be a raffle of bicycle supplies at the Center on May 15th, with prizes donated by local bike shops.

If it is raining on the morning of May 7th, listen to Radio WAAM (1600) for notice of postponement; the alternate date is May 21.

COURT CASE DROPPED

We reported in the last newsletter that a bicyclist had been arrested for not keeping to the right on Plymouth road. He was initially found guilty but appealed for a new trial; we are glad to be able to report that the judge granted a new trial and the city chose not to prosecute so the case was dropped. We are still very concerned about the amount of confusion and misunderstanding in the minds of law enforcers regarding the rights and responsibilities of bicyclists.

L.A.W. LOBBIES FOR BIKES

The League of American Wheelmen now has two part-time paid staff members working aggressively to represent cyclists' interests before Congress, agencies of the federal government and local and state agencies. This is made possible by \$18,000 budgeted this year by the League's board of directors. It fills a long-felt need for representation of bicyclists in government. In addition to staff, the League has organized legislative groups in most states who volunteer to represent us in state government. The effort is headed up by Ralph Hirsch, Chairman of the Committee on Legislation and Governmental Relations. We are pleased that the League has taken a more active stance in this area and hope to report more fully on their activities in a future issue.

POLICE BIKE A SUCCESS

Three years ago Mr. Farrell Plotner, owner of the Campus Bike and Toy Store, at the suggestion of the Bicycle League, donated a bicycle to the Ann Arbor Police Department. Recently we asked Mr. Murray, City Administrator, for a report on how the bike was being used. Below is the memo sent by Police Chief Krasny to Mr. Murray in response to our request:

During the past two years the bicycle that was donated to the Police Department was used extensively by two officers:

Officer Willard used the bicycle while assigned to the University of Michigan beat patrol for two days a week in the months of March through October. During this period of time Officer Willard wore out two sets of tires which had to be replaced and replaced the rear sprocket. Officer Willard advised when assigned to calls for police service in the campus or downtown area that on most cases he was able to respond to at least as fast as the patrol car assigned.

Officer Kistka used the bicycle while assigned to the U. of M. beat patrol during the months of June, July and August 1977. During this time Officer Kistka advised that he had more contact with the public than ever before and he used the bicycle on the two days per week he was assigned the beat area. Officer Kistka also advised he felt that he could respond to calls in the campus area and downtown at least as fast or faster than a patrol car.

Both officers felt the bicycle was a very valuable piece of equipment and a very worthwhile asset to the Ann Arbor Police Department.

(We appreciate very much Chief Krasny's memo and also Mr. Murray's prompt response to our request.)

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SUMMER BREAKFAST RIDE SCHEDULE

Sunday morning is a pleasant time to ride a bicycle in the summer. Traffic is light and there is a freshness in the air which can be best appreciated on a bicycle. Many good friendships have been formed in the seven years that AABL has been having Sunday breakfast rides. These are family affairs, at slow speed for riders of all ages. We bring food and picnic in a park along the way; some riders settle for an orange or a peanut-butter sandwich, while one family has carried a Coleman stove and fixed scrambled eggs and bacon.

Here is the schedule for the summer; clip it out and save it, and come as often as you can!

May 21, 8 A.M., meet at Farmers Market, picnic at Gallup Park and ride to Botanical Gardens (call Ann Hunt, 761-1147 for more information)

June 4, 7:30 A.M., Farmers Market to Delhi Park (Hal Smith)

June 18, 7:30, Farmers Market to Saline (Dave Galbraith, 9715448)

June 25, 7:30, Farmers Market to Dexter-Huron (Tina Beyer, 662-5175)

July 9, 7:30, Farmers Market to Milan (Jerry Rees, 663-1150)

July 23, 7:30, Farmers Market to picnic at West Park with optional ride on dirt roads west of town (Dave Galbraith)

August 6, 7:30, Farmers Market to Saginaw Forest, optional to Pleasant Lake (ann Hunt)

August 20, 7:30, Farmers Market to Whitmore Lk.

CHRYSLER PROVING GROUNDS BIKE-A-THON

There will be an American Cancer Society Bike-A-Thon at the Chrysler Proving Grounds south of Chelsea on Sunday, June 4, from noon to 5 P.M. Riders will have two options for the 25-mile course: an easy track for inexperienced riders and a harder one for those with experience. Cyclists will not just be riding endlessly around a loop; the course does not repeat. However, you may ride more than 25 miles. Those who rode last year report that the proving grounds are beautiful and that it is marvelous to ride for an entire afternoon where there is no traffic except for one sag wagon. Lunch will be sold by the Kiwanis Club. To ride you must have a minimum donation in pledges of \$10 if you are over 12 years old and \$5 if you are under 12. For pledge sheets and information contact:

Donna Stofer
850 N. Main, Chelsea
475-2507

FULLER ROAD BIKE PATHS PROPOSED

UATS Huron Valley Corridor Study has now reached a conclusion on what to do about Fuller-Geddes, and will shortly begin the engineering study phase. Since there will be extensive reconstruction of the roadway between the Fuller-Bonisteel intersection and the Glen-Huron intersection, an excellent opportunity exists to design and construct truly adequate, functional bike paths in conjunction with the road work. This area presently carries a large volume of bicycle traffic, serving as a connector between the two U of M campuses, as access to the University Hospital, and as a feeder to the Fuller Road path leading east to Huron High and Gallup Park. The scheduled extension of the Huron River Bikeway east to Ypsilanti and west to the Fuller-Bonisteel intersection will draw still more bicycle traffic to this area.

The Ann Arbor Bicycle Coordinating Committee held a special meeting on March 30th to examine the bikeway situation in this area in light of the UATS roadway plan, and to propose to UATS a bikeway plan which could be implemented in conjunction with the roadway plan. The BCC proposal provides for bike paths on both sides of Fuller between Bonisteel and the new hospital access road. West of this latter intersection, the north side path would continue to Glen, and along the west side of Glen up the hill to Huron. The south side path would leave the roadway and follow the former railroad grade to the Glen-Catherine intersection, and then continue to Huron Street. This latter route would greatly reduce the steepness of the path compared to the present Glen St. hill.

The UATS plan has a new Fuller Road bridge over the railroad well east of the present bridge, probably near the Fuller pool. The BCC requests bikeway underpasses beneath this new bridge both north and south of the railroad, allowing bicyclists to cross Fuller without having to cross traffic or make long detours. The BCC also requests that, contrary to preliminary proposals, provision be made on this new bridge for bikeways on both sides of the roadway. Both the UATS and the BCC plans propose to retain the present Fuller railroad bridge for use by bicycles and pedestrians only.

At present, provision is made for pedestrians and bicycles only on the north sides of the Fuller and Wall St. bridges over the Huron River. The BCC requests that bikeways be provided south of the roadway as well at both

these points. If these bridges are rebuilt, such provision could be easily incorporated; if not, separate bikeway bridges would be needed. These, in conjunction with the north-side underpass beneath the new Fuller railroad bridge, would provide a continuous, hazard-free path for the Huron River Bikeway between Gallup and Riverside Parks. If these two river bridges are rebuilt, consideration should be given to bicycle underpasses beneath each to facilitate crossing these busy streets.

Finally, noting that UATS is already proposing a pedestrian-bicycle phase for a new traffic light at the Glen-Huron intersection, the BCC proposes that similar provision be made at the intersection of Fuller with the new hospital access road. This set of proposals by the BCC will not be inexpensive, and may seem excessive at first glance. However, the citizen response at the various UATS public hearings on the Huron Corridor Study shows clearly that the people of Ann Arbor and vicinity do not want Fuller-Geddes widened. If we are to avoid 12-hour traffic jams on the existing road, we must strongly encourage non-automotive travel in this corridor. The BCC proposals will greatly enhance bicycle and pedestrian travel, and will certainly prove much less costly, in both dollars and esthetics, than a future widening of Fuller-Geddes to accommodate four or more lanes of auto traffic.

NOTE; Another public hearing on the Huron Corridor Study is scheduled for Thursday, May 4th at 7:30 P.M. at Huron High School.

---David Galbraith

AUTO CLUB OPPOSES TRANSIT TAX

"Michigan Living", monthly publication of the Michigan Automobile Club, had two items of interest to bicyclists recently. One was entitled "The Greening of Michigan", and described several top recreational attractions in the state, including bicycling. The new I-275 bike path is described in some detail, as well as paths in Maybury State Park and the Fort Custer Recreation Area.

Unfortunately, the same issue has an editorial objecting to the diversion of gasoline tax money to public transit, citing the need for more and better roads. They say, "When the year 2000 rolls around...roads will still be here, being used even more by even more vehicles than today." Bicycles, maybe?

Enclosed with this newsletter is the new pocket guide to Ann Arbor's bike paths. It is our first attempt to publicize on a large scale our growing network of bike paths so people will be able to plan their trips more effectively. Although we have talked and planned for increased use of bike paths, relatively little has been done in the way of public promotion. Maps will be placed in as many places as we can manage, and we would appreciate any help we can get to put these in the hands of all potential bike riders in town.

The maps were printed at very low cost through the kindness of Mr. Burley Hendricks at the Huron High School Graphic Arts department. The drawing was done by Jerry Rees who takes responsibility for the errors which crept in; lettering was done by Ann Gallup who has our thanks for a fine job.

A supply of the maps will be kept at the Ecology Center; if you have contact with an organization which could help distribute them, pick up as many as you need. The guides can be folded and mailed as a postcard, so send them to your friends.

MOST EXPENSIVE BIKE PATH?

An unfortunate error by a Detroit newspaper has resulted in some bad publicity for the Interstate-275 bike path being constructed by the Highway Department. The cost quoted by the paper was over twice what it will actually be. The path will parallel I-275 for some 40 miles in Oakland, Wayne and Monroe counties and will cost about \$3 million, for an average cost of about \$75,000 per mile. Design requirements for federal interstate routes have inflated the cost. Another factor increasing the cost has been the need for a long bridge to carry the path over land owned by the Huron-Clinton Metropolitan Park Authority. This group has been very uncooperative about allowing bike paths to traverse their land, which is especially unfortunate since they own many miles of choice right-of-way along major recreational corridors. The Authority, which is financed by a special tax voted by citizens many years ago, has shown little sensitivity to changing patterns in recreational needs in southeastern Michigan. Most of the I-275 path is now open, although formal opening is delayed by a few small gaps being completed this summer. If you would like further information about the path or would like to ride part of it this summer, call Jerry Rees, 663-1150.

by Jeffrey Grieves

Hi ya folks! Last time I said I'd talk about adjusting your own derailleurs---well, here we go.

1) Derailleurs have two stop screws on them, but different brands have different designs. Basically, these stops should be adjusted so the derailleur will get all the gears but will not derail your chain off the cogs completely. If you squat down and look when your bike is in the first or fifth cog, the derailleur body will be hitting on one of the two stops.

2) When viewed from behind, the cage with the jockey rollers should line up squarely with the cog it is on. If it does not, something is bent, either the hanger that the body is mounted on, or the body, or the cage.

3) When the chain is on the smallest cog, loosen the eye bolt that the cable runs through. Make sure that the lever is all the way forward. Pull the cable taut and tighten the eye bolt.

Front derailleurs:

1) This mechanism is simpler than the rear one. In first or tenth gear, the chain should not rub or fall off.

2) If, when the front derailleur is on the smaller chain wheel, there is a large gap between the outer cage and the large chain wheel, loosen the body and slide it down the tube until it just clears the outer chain wheel teeth. This will make it shift better no matter what brand it is. Just make sure the derailleur is parallel with the chain wheels.

3) See (3) in previous section.

See ya---

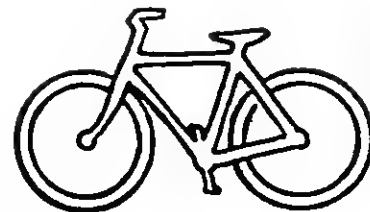
Jeffrey

P.S. If the front derailleur does not push the chain up to the large sprocket quickly, bend the inside plate inward slightly.

Coming next: Brakes

This newsletter is published by the Steering Committee of the Ann Arbor Bicycle League. The committee is open to any interested cyclist. You can support the work of the League by becoming a sustaining member; send a check for two dollars or more to the address on page one.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 8 NUMBER 3

OCTOBER, 1978

State Bike Funds Doubled

A little-noticed part of the transportation package just passed by the Michigan Legislature is of great importance to bicyclists. The amount of money available from the gas and weight tax for construction of non-motorized facilities, including bike paths, has been increased from 1/2 percent to one percent. More importantly, the use of this amount by road-building agencies has been made mandatory instead of optional. This means that the actual amount of money spent will more than double, since many counties and cities were not spending the funds that were authorized. (Both the City of Ann Arbor and the Washtenaw County Road Commission are to be commended for their willingness in the past to spend the full amount available.)

The increase in funding for non-motorized projects comes at a very good time, since a long-range needs study is just being completed by the Highway Department for all modes of transportation. The Nonmotorized Advisory Board of the department has set goals which are being incorporated into the study and now stand a good chance of being implemented. These goals include a cross-state trail, a shoreline trail around both peninsulas of the state, and bike paths connecting state parks and recreation areas with one another and with nearby cities.

Locally, the increased funding means that our long-range goal of a bike path along the Huron River from above Dexter to the Wayne County line may become a reality a little sooner than expected. The County Road Commission's allocation would go from about \$20,000 to \$40,000 or more per year, and this could be used as matching funds for federal grants legislation now pending in Washington is passed.

Another part of the transportation package which will be on the November ballot deserves the support of bicyclists. If approved by voters, this constitutional amendment would change the name of the Highway Department to Department of Transportation, enlarge the commission to six members, and make some administrative changes which would better serve the entire field of transportation, including mass transit and non-motorized transportation.

A NOTE TO NEW READERS and old faithfuls too

Each AABL Newsletter costs about \$75 to print and mail. The Ann Arbor Bicycle League is supported by contributions from its members and a portion of the proceeds from the Bike-A-Thon (see this year's report above). If it's been awhile since you last wrote a check to AABL, now would be a good time to do it.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48103

FIRST CLASS MAIL

WHEELS OF THE FUTURE

Enclosed with this issue of the newsletter is a copy of "Wheels of the Future", a brochure prepared by the Southeast Michigan Council of Governments (SEMCOG). It is a summary of a longer document written under the direction of an ad hoc Bikeway Advisory Committee which included transportation planners and citizens from the area. Only two of the twelve members were active bicyclists: Bill Frey from Detroit and Jerry Rees from the Ann Arbor Bicycle League. You can obtain more information about the SEMCOG study by calling Mary Alice Paré at the number given in the brochure, or by calling Jerry Rees at 663-1150. We are grateful to Ms. Paré for providing copies of the brochure.

NEWS OF A CONSTRUCTION NATURE

Construction has been going on here, there and everywhere around the city during the summer. Many vital links in the bicycle path network have been completed and a few of the existing paths have been improved. Completed projects are as follows----

- New surface, stripes and markings on the Packard Bike Route from Stadium to State
- Packard Bike Route from US 23 to Stadium has been upgraded

- Stone School Rd. has been upgraded
- Platt Rd. between Packard and Verle is a new bike path with ramps and good paving

- Division St. from the Broadway Bridge to Huron is an important new link with ramps and smooth pavement

- New bike path from Hilldale through Beckley Park, past Fairview Cemetery, down to the Broadway Bridge

- Signs on Pauline, Brockman and Springbrook indicate that these streets are bike routes

- The missing bit of sidewalk on the NE side of Huron Pkwy near Plymouth is no longer missing

- Ramps on Granger and Wells now make it easy to ride through Burns Park.

Projects that will not be done until early next summer are:

- Plymouth bike path between Green Rd. and Huron Pkwy

- Main St. from William to Ann Arbor/Saline Rd.

- The missing link of the Packard bike path across from Georgetown Mall.

The weather is perfect for biking and it is really quite convenient and easy to get around our city on a bike now---so don't wait to start biking for another day -- pedal to work, school or play.

HURON RIVER BIKEWAY STATUS REPORT

We have reported in previous issues on the Huron River Bikeway proposed by UATS. To recapitulate, the current (3 year) budget of the Federal Aid to Urban Systems construction program includes funds for construction of a bikeway westward from Gallup Park to (with some crucial aid from the U-M) the Fuller - Glacier - Bonisteel intersection, and eastward from the Dixboro Dam to the EMU campus, through Ypsilanti, to connect with the Grove Rd. path which extends almost to the Wayne County line. As we hope everyone in this area already knows, the connection between these 2 segments, through Gallup Park to the Dixboro Dam, was completed about a year ago. If you haven't ridden it yet, don't wait another day.

The Washtenaw Co. Road Commission is in charge of the new construction, except for the portions within the city of Ypsilanti and the portion through U-M property near Fuller Rd. Over the past year, the Road Comm. has drawn up the plans for this bikeway. At last report, the plans were complete except for cost evaluations requested by the Fed. Highway Admin. (FHA) of alternative designs for the bridge which will carry the pathway over the Huron River west of Gallup Park. Once these are completed, the FHA must perform a "grade inspection" to assure itself that there are no unreported problems on the project.

It is presently anticipated that these steps will be completed this fall, and that bids can be requested in November. Construction then would begin next spring. A short segment of the bikeway near the EMU stadium will be contracted and built as part of the Hewitt Road extension from Washtenaw to Clark Road. That project is currently delayed by a lack of funds to perform some associated drain work, but the Road Commission hopes to have that problem solved fairly soon so that, again, construction can take place next year.

The westernmost portion of the currently proposed path, from the Huron River near the Arboretum northwest to Fuller-Glacier-Bonisteel, will be built by the University. This construction is not yet funded, but will be considered for funding and completion in 1979 if the County portion, including the bridge over the river, is built next year. Unfortunately, access to Nichols Arboretum at this point (where the railroad crosses the river) does not seem to be in the cards for now, since an underpass beneath the railroad would have to go below water level to meet railroad standards for clearance beneath the tracks.

CHANGES IN THE BICYCLE COORDINATING COMM.

The BCC has settled on the last phases of bikeway construction (see above report). This will use up the remaining bond money. With the original task of the Committee nearly completed, the BCC is turning its attention to goals that go beyond facility construction. The new goals and objectives that they have set are as follows:

Overall Goal: Increase use, safety and efficiency of bicycling in Ann Arbor.

Objectives:

1. Secure funding for bicycle programs;
2. More use of bicycles in AA as measured by-
 - increased ridership
 - types of bicyclists
 - type of trips
 - use at different times of year
 - increase access to other modes of transportation
3. Educate bicyclists to proper use of road as measured by-
 - observed violations by bicyclists
 - accidents involving bicyclists
 - improve traffic enforcement for bicyclists
4. Further physical improvements to the system-
 - A. Improve maintenance of bike paths
 - B. More routes
 - C. Improve parking facilities
 - D. Provide spot safety improvements and remove barriers to bikers
5. Educate motorists about bicycling and benefits of bicycling.

The next steps are to describe programs aimed at these goals, determine a budget, define a staff job description, identify funding sources and propose that the program and budget be adopted by the City Administrator and City Council. Since the focus will go well beyond building bikeways, the Committee is considering changes in its membership and structure. More citizen bicyclist members may be sought and a task force of city employees to help implement programs may be proposed. The BCC is agreed that the police department needs to be represented in whatever structure evolves.

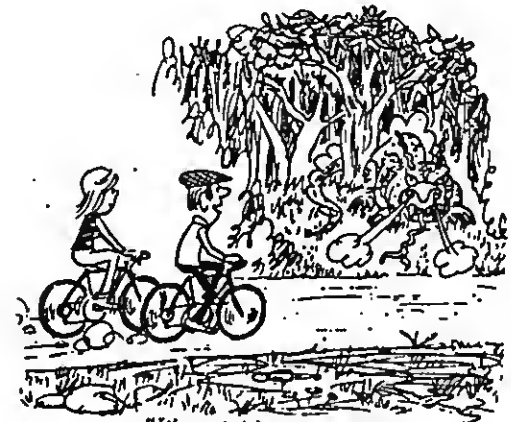
The next meeting of the BCC is at 7:45 P.M. Thursday, October 5th in the 4th floor conference room at City Hall. Current members are: Steve Wilmarth (Streets, Traffic and Parking), Mark Rueter (Planning), Tom Raynes (Parks), Tina Beyer, Reuben Chapman, Al Gallup, and Julian Moody.

AABL'S SUNDAY A.M. BREAKFAST RIDES

They are fun, fun, fun! And we are going to continue them at least through Oct. We meet at Farmer's Market at 8A.M. and will ride to a restaurant along the way for breakfast. The length of the ride will be determined by the group that shows up each week. For example, the Oct. 1st ride rode along the Huron River through Riverside Park, along Fuller, through Gallup Park, along Huron River Dr. to Washtenaw Comm. College and over to a restaurant on Wash. Ave. We returned by way of the improved Packard bikepath. It was a very pleasant 10 mile jaunt.

Two distinguished visitors joined us for Sunday morning bike rides this summer. One was Tom Pendleton, bicycle planner for the city of Washington, D.C. He had a lot of good things to tell us about bike planning in other parts of the country. Washington is making good progress toward a system of bike commuter routes. Tom is full of enthusiasm and a real asset to the movement.

We also enjoyed the visit of Peter Smit, a city planner from Utrecht, Holland. We were impressed with the fact that the problems of bicyclists are very similar in other countries, and that a wide variety of solutions is being tried. People in Holland are deeply concerned, as we are here, with the impact of the automobile on the environment and ways to lessen that impact.



"It's surprising what you see when you're cycling that you don't even notice when you're in a car."

BERNHARDT IN SATURDAY REVIEW

THE MOST AABL COMMISSIONER

A founding member, TINA BEYER, is Democratic candidate for Tenth District County Commissioner and will surely make the most AABL commissioner on the Board.

MECHANICS CORNER

SERVICING BICYCLE BRAKES -----

General Information: 1.) Cables must be free to move in their housing; if your brake is sticky and won't release, it is most likely due to rusted and/or corroded housing. Take the cable out and grease it or replace it if it's really rusty or has broken strands. 2.) The curves in the cable housing must be as graceful as possible; kinks or excessive housing length will make your brake slower to re-act or sticky. 3.) Brake blocks should hit the rim squarely. If one is higher than the other, loosen the nut and slide the shoe up or down until both blocks hit the rim parallel with the center. 4.) For best efficiency of brake calipers, your wheels must be true (i.e. round and straight with no dents in the rim). If you can true your wheels yourself, Great. If not, have it done professionally. It's worthwhile not only to improve braking, but makes the bike much nicer to ride. If you need to have it done in a shop be sure it's a reputable one, as a shop's work is only as good (or bad) as the people's skills in the back room. It should cost no more than \$7.00/wheel (and that's only if it's really out of true). 5.) After installing new cables either crimp on the metal cap to the cable end (the cap came with the cable or was purchased) or "tin" the end of the cable with a soldering gun to prevent the ends from coming unraveled or fraying.

Adjusting Brakes: Whether you have centerpull or side pull brakes, the object is to get the blocks as close to the wheel as the condition of your rims will allow (i.e. if your wheels are bent you cannot adjust your brake very closely).

Squeeze the caliper closed, loosen the eye-bolt that the caliper passes through, and while still holding the caliper together, pull the cable taut. Then tighten the eye-bolt. It may be helpful to have a friend hold the caliper closed while you adjust the cable tension, or you can buy a tool called "a third hand" from a bike shop.

Centering: For centerpull brakes, grasp caliper one hand on each side and rock it on it's pivot bolt until it's centered with the rim. Sidepull brakes are a little more

difficult. Take a flat ended center punch (or a flat ended piece of metal, not a screwdriver) and tap on the spring where it

passes through the pivot bolt with a hammer. Tap on it where the spring is coiled. If it moves too far go to the other side and do the same thing. Squeeze the lever in between to be sure that the brake is centered. It may take a few times before you get it right.

A final note--keep all pivot points clean and lubricated. Keep your brakes in good operating condition as they can SAVE YOUR LIFE!
----- Jeffrey

BIKE COUNT PROGRAM BEGUN

Governmental officials who allocate funds (from township to federal levels) are understandably reluctant to spend money for a project unless they can be assured that the project will serve large numbers of people and/or produce a measurable benefit to the community. Unfortunately, transportation officials have, for many years, ignored the existence of bicycles; "traffic counts" have been, in practice, car counts. Thus, there has been no reliable estimate of bicycle traffic, or of the effects of various measures on bicycle usage. Without such estimates, it is difficult to justify expenditures for bicycle facilities.

In the Ann Arbor - Ypsilanti area, UATS (Urban Area Transportation Study) is coming to the rescue! UATS is initiating a program of bicycle traffic counts at probably about 20 intersections in this area. The first count is planned for early fall (it may have already taken place by the time this newsletter comes out), with subsequent counts planned for various times over the coming years. These counts will give everyone a good measure of the volume of bicycle traffic, and of the effects of weather, bikeway construction, and other programs on bicycle usage.

OUR READERS WRITE US

Harlan Weiss wrote to us about biking conditions in Omaha, Neb. where he is attending Medical School (he also enclosed his check to continue his subscription to the AABL Newsletter--Many thanks Harlan). He laments that although there are a fair number of bikers in Omaha they are politically impotent. There are three bridges across the Missouri River from Omaha to Iowa. Bicyclists can only use one and they have to pay the same toll as cars!

We have just heard that Howard Russell, chief engineer for the Washtenaw Road Commission, is leaving to work for an engineering consulting firm. This is a blow for bicyclists in the area, for Howard has been one of our earliest and best friends in government. We first met him when he was an engineer for the city of Ann Arbor, shortly after AABL was organized in 1970. We went to City hall to find out why they weren't doing anything to make bicycling safer in the city. Howard received us cordially and proved to be a step ahead of us; he had already drawn up plans for a bike path to be built in connection with the Eisenhower Parkway extension west from Packard Road. Since then he has been extremely helpful and generous with his time and expertise. After he moved to the Road Commission, he was instrumental in designing the Packard Road bike path and getting it built. Recently he has been designing and arranging financing for the extension of the Huron River bike path from the Arboretum to Callup Park and from Dixboro to Ypsilanti. A lot of people have worked hard to get better biking facilities in the area, but none has been more effective in actually getting the work than Howard. We'll miss him.

HOW TO BE AN EFFECTIVE CYCLIST

A course in effective cycling is being offered by Reuben Chapman this month. The course will enable you to cycle safely and efficiently in traffic. It would be especially appropriate for teachers, law enforcement officials, planners and others concerned about safe bicycling. Reuben is a certified instructor for the course developed by John Forester and has recently given the course for a group of law enforcement officials in Lansing. You can learn more about the course by calling Reuben at 761-2274 or 994-1122.

Reuben is also planning a weekly column on bicycling to be published in the Ann Arbor News. He will welcome your suggestions for topics to be covered in the column.

AA TOURING SOCIETY NEWS--NEW TIME SCHEDULE

SAT. MORNING BREAKFAST RIDES: Rain or shine these rides will start at 8:30 A.M. from the Amtrak parking lot, from now through Nov. The A Group rides are 18-25 miles while the B Group rides will be longer.

ED. SLOW RIDES: These rides will continue through Oct. and meet at 5:30 P.M. on the Diag. Plan to ride 15-20 miles.

For further information call ride leader Tom Rymanowicz at 663-1604.

FREEWHEEL KEEPS ON ROLLING

Freewheel Express, Ann Arbor's only bicycle delivery service, is alive and well. Several daily runs and an incipient contract with the University have raised spirits. Increased deliveries have pushed finances toward the break-even point.

The U-M is planning to use Freewheel to deliver copying and photographic services on campus. This will be a service not offered in the past even though the University Mail and Parcel systems are well developed and effective. The bicycle fits this particular delivery need especially well.

New items being delivered include: chapatis advertising copy for a local newspaper, auto parts and realty listings. The number of deliveries in recent months are the following:

July - 30	August - 61	Sept. - 102
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In 1977 the comparable figures were:

July - 129	August - 69	Sept. - 81
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It is probable that more deliverers will be needed. If you like meeting lots of different people and working in a cooperative work place, are 18 or older and skilled in urban traffic cycling, contact Freewheel about half-time work. Call 994-1122.

---Reuben Chapman

BIKE-A-THON UPDATE

Ninety percent of the money pledged in the Ecology Center's Bike-a-thon is in. Total money pledged in May was \$9,500; total money collected by early Sept. was \$8600, with another \$200 (at most) anticipated. This is the usual % return, but it would be especially helpful to realize the full amount this year because the Center's recycling income is lower than expected. Soooo--if any of you AABL members still have Bike-a-thon pennies at home, make an Ecology Center staff person happy by turning them in. AABL has received its \$250 share for helping with the Bike-a-thon.

WE WILL MISS YOU BETH GREENBERG

Beth Greenberg, coordinator of the past two bike-a-thons, will be leaving the Ecology Center in mid-November after two years of hard work (cheerfully rendered) as an administrative aide. Her plans are not yet definite, but she may move to the Culf area of Texas. We wonder--could Beth's work as coordinator of the Center's successful home-heat-conservation workshops last winter have influenced her decision to move south? We wish her the best.

The AABL Sunday morning breakfast rides are advertised as "family rides", and usually are just that. Parents frequently bring along their children of bicycling age and even younger. Ann Hunt has been a fixture on our ride for many years with one or more children in her "Bugger" (bicycle trailer). Currently, Jennie, the oldest of the Hunt brood (at 7) rides her own bike, but Ann provides the motive power for the remaining three (!!!): David (4.5) and the year old twins. Companions of similar ages are always welcome.

It is always fun to watch the children riding in the Bugger. They are often virtually oblivious to their puffing elders as they sleep, play, sing, or even eat while bouncing along behind the bicycle. We regret to say that we haven't yet managed to match locally the scene described in Bicycling! magazine by a family making a transcontinental trip: the girl, age 9 or 10, rode behind the Bugger which carried a younger boy; the boy would hold up a book (large print, we hope!) and the girl would read it to him, telling him when to turn the page. We can report, however, that when we had two 4 year olds in separate Buggers on a recent ride, they soon began acting like chariot drivers, urging their "steeds" onward in a scene reminiscent of Ben Hur!

IN THE NEWS

A Washington, D.C. lawyer was arrested for speeding in Arlington Cemetery. He was clocked at 30 miles an hour in a 20 mile-an-hour zone--on his bicycle. The \$10 violation notice was the first reported in the Washington area. "I have no speedometer on my bike and have no idea how fast I was going, although it was downhill," he said. The lawyer commutes by bicycle about 18 miles a day.

Another Washington dateline--The new danger list compiled by the National Injury Information clearing-house ranks bicycles No. 1 as items likely to be associated with injuries. Stairs were second and football activities were third. Index numbers are derived from the number and severity of injuries reported to hospital emergency rooms. Extra weight is given for injuries to people under 15. The hazard rating for bicycles was 40.6, stairs, 23.5 and hang gliding was rated 0.1 (---~~hmmmm~~ Ed.)

"I think the real source of most of the bike accidents is traffic," said Ken Giles of the Consumer Product Safety Commission,

who added that programs to get bicyclists and drivers to take an interest in each other may substantially reduce both cycle deaths and injuries.

From Detroit--It's more costly to operate an auto nowadays. The Hertz Corp.'s annual estimate of automotive operating costs shows that in 1977 passenger car expenses amounted to \$1,904 per car or 20.7 cents per mile--up 0.6 cents from '76. This represents 27.1% of the average American's personal income. Although this is down 1% from '76 (in 1950 it amounted to 48% of avg. annual income) it still represents a large personal expense. Think of all the \$ you can save by biking.

California--Several husband/wife teams have started commuting to work on tandem bicycles. "It's the ultimate car pool," reports one team. They have halved their auto insurance as well as saved on gasoline. Why a tandem instead of two bikes? They stay together and can talk over the day as they go.

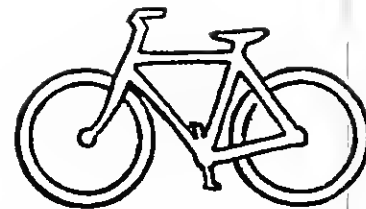
WHERE ARE THEY NOW?

We were looking at an old copy of our newsletter recently and noticing how the original members of the AABL steering committee are drifting away. Some of the early members who are sorely missed are:

CAROL CHANEY, graduate student in chemistry at Northwestern University;
MARY FULTON, teaching in Portland, Oregon;
PAT McCAULEY, attorney for a law firm in Missouri; CHRIS ELIOT, studying at MIT;
CAROL CLARK, in Nicaragua the last we heard;
JIM REES, working in Seattle; SPENCE
HAVLICK is a professor in the Environmental Design Dept. at the University of Colorado in Boulder.

The point of all this is that we are not doing a very good job of replacing all of this lost talent and enthusiasm. We are paying the price of being so loosely organized that we do not have bylaws, annual meetings, nominating committees, and all the paraphernalia it takes to keep an organization ticking. We are not alone in this; several very active clubs we have been exchanging newsletters with have folded lately. We hope and trust that there are some potential newsletter editors and reporters, ride organizers, and speakers at public hearings out there reading this. Call Ann Hunt, 761-1147, or Jerry Rees, 663-1150 for more information about the Steering Committee.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 9 NO. 1

FEBRUARY, 1979

Bike Coordinator Urged For City

The Ann Arbor Bicycle Coordinating Committee (BCC) is proposing a major reorganization of the BCC itself and the city's handling of bicycle matters in general. Central to this reorganization would be the establishment of a Bicycle Coordinator as a paid position on the City Hall staff.

The BCC was established by Council in 1972 to oversee bicycle concerns. Its primary function to date has been to oversee the implementation of Ann Arbor's bikeway system, using funds approved by the voters in the 1973 Highway Safety bond issue. When the construction proposed for 1979 is completed, these funds (except for interest, which is not specifically designated for bicycle projects) will be virtually used up.

The BCC presently consists of four public (bicyclist) members and three members chosen by the City Administrator from the City Hall staff. This setup was chosen to provide a dialogue between bicyclists and those city hall employees whose actions affect bicyclists. It has worked well as long as the problem addressed was part of the daily job of one of these three staff members. Other matters tended to get sloughed off since no one was directly responsible for obtaining action.

At this time, the BCC sees a need to change its emphasis, and to deal more thoroughly with such problems as bicycle safety, education,

and the maintenance of facilities. Proper handling of these concerns will require at least one person whose primary responsibility is bicycle matters. Thus, the BCC proposal includes a request that a Bicycle Coordinator be appointed, who would act as chairman of the reconstituted BCC and as its representative on the city hall staff, as well as representing the City Administrator on the BCC. The Coordinator would also review city programs which affect bicycling, and work to make these effects as positive as possible. Other duties would include the development of safety programs, publicizing bicycling and bicycle facilities, and locating funding for bicycle programs.

The Bicycle Coordinating Committee itself would be reconstituted to consist of eleven members: the Bicycle Coordinator plus ten citizen members interested in bicycling. This

(continued on page six)

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Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

An impressive number of midwinter bicyclists was observed on a recent visit to New York City. Cold weather is not stopping those commuters who have found that they can maneuver through Manhattan traffic snarls more quickly on a bike than any other way. We were glad to see the bike lane stripes painted on Fifth and Sixth Avenues and on Broadway, since they serve to remind motorists that bicycles are entitled to some space on the road too. However, as a practical matter, we must admit that the lanes were pretty generally ignored by most taxis and trucks, and, unfortunately, by many bikers as well.

We hope our Ann Arbor readers are also reading Reuben Chapman's weekly column, "Effective Cycling", in the Ann Arbor News. He would greatly appreciate feedback; drop him a note in care of "Dimensions", Ann Arbor News, 340 E. Huron, Ann Arbor 48104.

We learned in a roundabout way through the Philadelphia Inquirer that Michigan freshman Senator Carl Levin arrived on Capitol Hill for his first day at work riding a borrowed bicycle. Ralph Hirsch, legislative chairman for the League of American Wheelmen, promptly called on Senator Levin to congratulate him on his choice of transportation and to urge his support for bike-related bills to be considered in Congress this year.

First the good news: Congress did include in the Transportation Act an authorization for 20 Million dollars a year for four years for bicycle facilities. Now the bad news: President Carter's tight budget makes it very unlikely that the money will actually be appropriated unless there is a lot of public pressure on Congress.

M - 52 WIDENING SCHEDULED

The Michigan Department of Transportation is planning to rebuild state highway M-52 from I-94 near Chelsea south to Pleasant Lake Road next year. At a recent public hearing on the project, representatives of the department disclosed that the plans include widening the traffic lanes from 10 to 11 feet, and adding six-foot-wide paved shoulders. Narrow width and heavy traffic continue to make this road an uncomfortable place to bicycle. We don't know if any employee of the Chrysler Proving Grounds would like to bike to work from Chelsea, but the wide paved shoulders will make it safe to do so if they wish. Many Ann Arbor bicyclists enjoy riding westward on Pleasant Lake Road, Scio Church Road or Dexter-Chelsea Road, but have not had a good north-south connector for the routes. Thus, this is one road construction project which AABL can wholeheartedly support. We also note that while the 1980 project stops at Pleasant Lake Road, it is expected that the construction will continue south to Manchester in 1981.

Dave Galbraith

(Shoulders are paved on M-52 north from Chelsea for several miles so it is possible to reach the Waterloo Recreation Area by this route also. JR)

Sixty percent of a sample of 1000 joggers who responded to a questionnaire said they had chronic problems of the lower extremities stemming from the sport.

Seven experts were asked by the President's Council on Physical Fitness to rate 14 popular forms of exercise. Criteria were heart and lung endurance, and general well-being (weight control, digestion, etc.). The top three were jogging, biking and swimming. Of these, only bicycling is also a practical, socially desirable form of transportation.

Name _____

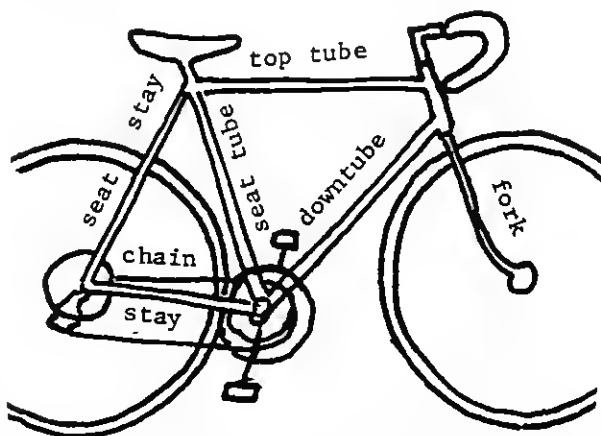
Address _____

- () Check for \$_____ is enclosed for membership in the Ann Arbor Bicycle League.
- () Notify me of future meetings of the Steering Committee. Phone number: _____
- () Suggestion for improving bicycling conditions in Ann Arbor: _____

Mail to Ann Arbor Bicycle League, 417 Detroit St., Ann Arbor, MI 48104

Selecting or Modifying a Bike to Fit

The proper frame size is a combination of seat tube length (the distance between the crank center and the top tube) and the top tube length (the distance between the seat tube and the head tube). A bike that fits properly should allow you to stand over the bike, flat-footed in your favorite cycling shoes, and be able to lift both wheels off the ground 1 1/2 - 2 inches. If a bike is too tall for you it is invariably too long also as bikes are built with this in mind--if you have long legs you probably have a long torso and long arms. If the bike is too long for you, you'll be too "stretched out" which is not very comfortable on a long ride. A bike that is too large for you is difficult to control properly and in the event of a spill you are much more likely to be injured.



Proper seat height is also very important to getting the bike to fit you. When sitting on the saddle, with the crank in a vertical position, saddle height should be adjusted so that when your heel is on the pedal you should still have a slight bend at the knee.

Most saddles can also be adjusted fore and aft by loosening the clamp under the seat and sliding it forward or back on its rails. For optimum comfort, an imaginary line would pass from your knee joint straight down through the pedal spindle with the crank in a horizontal position (do this test with your "leading" foot).

A slight change in the tilt of the saddle also make a big difference on a long ride. There is no "rule of thumb" in this adjustment, but I have found even a very slight change can make a big difference in your pleasure. If it rubs you the wrong way change it.

A CLOSER LOOK FOR RIVER LOVERS

Local outdoor enthusiasts of both the active and armchair varieties will be interested in a new guide to the Huron River Pathway. The guide, "Ann Arbor and the Huron River Valley -- Take a Closer Look", is now available for \$1.25 at the Ecology Center of Ann Arbor, 417 Detroit St., Ann Arbor, MI 48104.

The 36-page booklet is designed to accompany the riverside path from Argo Park to Dixboro Road. This attractive guide with extensive pen and ink illustrations highlights fourteen stops along the route. Interesting features of the Huron River as diverse as water quality, natural history, local lore and urban ecosystems are discussed. It can be carried along for reference while biking or walking the pathway, or it can be read at leisure at home.

The booklet was written by Ann Arbor resident Janet Cohen, and published with support of the Ann Arbor Department of Parks and Recreation, UATS and the Washtenaw County Parks and Recreation Commission.

The guides are available at the Ecology Center beginning Monday, February 12th. All proceeds go to the Center. The Ecology Center is open to the public from noon to 5 p.m. on weekdays and from 9:30 a.m. to 1 p.m. on Saturdays.

Handlebar stems come in many different lengths. Changing a stem would alter how far forward the handlebars would be from where you are sitting. It's important to have your seat fore and aft adjustment correct before you determine stem length. What most people find to be the easiest way to determine proper stem length is this: with the back side of your elbow touching the nose of the saddle, your middle fingertip should just reach your handlebars. I have experimented with this and have found it to be most comfortable.

Many brands of handlebars are available in different widths. This would alter how far your elbows would be from your torso and help your breathing.

See ya in Hell, Dexter, Chelsea, etc.
SOON

Your Buddy,
Jeffrey

AIDS TO PLAN A BICYCLING VACATION

This is ideal weather for planning a bicycling vacation in Spring, Summer or Fall. One organization which provides lots of information for you to plan an inexpensive, do-it-yourself trip is Bikecentennial, Box 8308, Missoula, MT 59807. They have developed the Transamerica Trail on lightly traveled roads from the Oregon coast to the Virginia coast and publish maps and guide books that give all the information you might need to camp, stay in motels, find food and interesting sights all along the route. They are doing the same for North/South routes on each coast and in the Northern Rockies. They also offer organized camping trips with trained leaders for 12 days to three months. Their publications are excellent aids for planning your own bicycle trip and squeezing out the most fun while doing it. Membership for individuals is \$12 (\$9 for students).

The International Bicycle Touring Society, 846 Prospect Street, La Jolla, CA 92037 has attracted experienced cyclists who enjoy the luxuries of prepared meals, comfortable lodging and sharing the driving of a sagwagon to carry luggage. It is a volunteer organization of people over 21 that organizes 7 - 14-day trips all over the world as members show interest and initiative. Though costs (\$30 - 35 per day) are more than for hostelling or camping, they are very reasonable because volunteers are doing the work for themselves. Membership is \$7 per year.

The League of American Wheelmen, 19 S. Bothwell, Palatine, IL 60067, has route information available through its touring information directors in 42 states. In Michigan, Dave Pettit, 2370 Ella Drive, Flint 48504, is doing an outstanding job for the LAW by gathering Michigan route maps from cyclists county by county. If you tell him the counties you want to tour and send 25¢ per county, he will send you maps with roads preferred by bicyclists. Also send him a stamped, self-addressed envelope (big enough and with enough stamps for the number of sheets you want.) The League does so many good things for cyclists in addition to this that I urge everyone to join -- \$10 per year.

The longest-established organizer of bicycling trips is the American Youth Hostels, National Headquarters, Delaplane, VA 22025. They offer trips for people of all ages in the USA and Europe. The Detroit Council of AYH is close at hand and easy to call for information: 3024 Coolidge, Berkley, MI 48072. Phone 1-545-0511 for information on what they now offer. They arrange all travel, lodging and food into packages like travel agencies. In addition, they have trained

This newsletter is published by the Steering Committee of the Ann Arbor Bicycle League. Support for the activities comes from annual dues of two dollars or more, paid by our sustaining members, and from our share of the proceeds of the annual Bike-a-thon co-sponsored by the Ecology Center; we are grateful for their support. Contributions are needed; we urge you to renew your membership or become a member by sending a check to AABL, 417 Detroit St., Ann Arbor 48104. If you would like to work on bicycle-related projects and want to receive notices of Steering Committee meetings, let us know.

their own leaders and have lots of experience. The Detroit Council also offers lots of bicycling activities with socializing a major purpose. Hostelling means simple accommodations and group sharing of food preparation and clean-up. Membership is \$11 per year, \$5 under 18 years. Family membership is encouraged, \$12 per year.

Here are several other organizations that organize bicycling trips. I have less information about them but have heard at least some good reports:

Bike Dream Tours, Box 20653, Houston, TX 77025.

Auto Club of Missouri, 201 Progress Pkwy, Maryland Hts, MO 63043.

Euro-Bike Tours, Box 40, Dept. L-12, DeKalb, IL 60155.

Vermont Bicycle Touring, R.D. #2, Bristol, VT 05443. (Editor's note: these people are great; for more information about them, call Jerry Rees, 663-1150).

Here are contacts for yet more tours, but I know nothing about the organizations except that the International Bicycle Touring Society listed them as resources in their newsletter:

Bicycle Tours in Hawaii, Pacific Sports, 110 Alae St., Hilo, HI 96720

Gerhardt's Bicycle Odysseys, 1023 S.W. Yamhill, Portland, OR 97205.

Scandinavian Airlines, 600 Fifth Avenue, Suite 2140, New York, NY 10020.

Country Bike Center, 144 Bedford Road, Armonk, NY 10504.

Enjoy!

Reuben Chapman

PLATT ROAD HEARINGS

Platt Road in Ann Arbor's southeast corner is scheduled for quite a bit of reconstruction soon. Two public hearings were held recently on the city's and the state's portion

this work. The city phase will have relatively little effect on bicyclists, since it will consist primarily of replacing the pavement while keeping the existing curbs. Considerable sentiment was expressed at the hearing for improving the traffic pattern at the Packard-Platt intersection by eliminating the curb cuts about 20 feet south of Packard on Platt. This, plus the installation of a left-turn signal at that intersection, should help to make life safer for pedestrians and bicyclists as well as motorists.

The state's proposal for an interchange at Platt and I-94 generated considerably more controversy. An AABL representative at the hearing supported the plan to replace the present two-lane bridge on Platt over the expressway, which now carries both Platt and Ellsworth traffic, by two bridges for Platt and Ellsworth separately, and urged that adequate space on these be allotted for bicycle and pedestrian traffic. AABL has taken no stand on the need for the interchange itself, although the AABL representative did state that it appeared the project was being pushed without adequate data to justify its construction.

A notable feature of the public hearing was the almost total disagreement between private citizens and their supposed representatives. There must have been over a dozen citizens who spoke only for themselves. Of these, one (who did not live in the immediate area) supported the interchange, while one other expressed mixed feelings. The others all opposed construction of the interchange. A few business and labor organizations expressed support, as did all the representatives of governmental units. The townships, city, county and UATS all favored its construction. One is forced to conclude that either there is a very "silent majority" out there which favors such road projects but will not get to (or at least speak up at) public hearings, or else our governmental representatives are greatly out of touch with their constituents.

We find the former alternative pretty unbelievable, and so we wonder why government has been so slow to recognize the growing public disenchantment with construction of new urban facilities for automobiles. When government remains out of step with the general public on such matters, proposition-13-type restrictions on taxes and spending

HEATED QUESTIONS FOR ANN ARBOR CYCLISTS

A questionnaire polling local cyclists on current assets, problems, and future possibilities of Ann Arbor's bike paths has been devised by the Students for Biking. This group organized last fall as an outgrowth of a course in Community Environmental Field Studies taught by Prof. William Stapp in the UM School of Natural Resources. Three of them are continuing this semester as an independent study project. Questionnaires are being enclosed with this issue of the AABL newsletter to a sampling of city cyclists, as well as to other interested persons. AABL has helped fund the project, and hopes for a good response from those who receive the questionnaire.

Distribution continues through February, with results available in mid-March. If you receive a copy, we will greatly appreciate the time you spend filling it out and mailing it back. Thank you!

Students for Biking

If bicycles were used for all urban work trips of four miles or less, it would save 25% of the energy used for transportation in the United States.

If overweight Americans reduced their eating to bring their weight to normal levels, the energy saved would fuel 900,000 cars. A University of Illinois study says 110 million Americans consume 600 excess calories each day, the energy equivalent of 1.3 billion gallons of gasoline per year.

The 1980 census will for the first time classify bicycling as a separate mode of travel. This will provide a data base for bicycle commuting so that future efforts to improve conditions and encourage bicycling can be evaluated.

are almost inevitable, even though these may harm programs totally unrelated to those which set off the revolt.

Dave Galbraith

BIKE COORDINATOR URGED FOR CITY
(continued from page one)

increase from four to ten public members should allow for a greater diversity of interests and experience on the BCC. The committee would take responsibility for

1. Encouraging the use of bicycles
2. Promoting safe cycling
3. Making motorists and other citizens aware of bicycles and bicycle safety needs
4. Publicizing bicycling and the facilities and opportunities for bicycling in Ann Arbor.
5. Identifying and working to eliminate safety hazards and other constraints to increased bicycle usage
6. Promoting continued improvement and expansion of facilities for bicyclists

The BCC would review and advise Council on matters which affect bicycle use, safety and promotion and the establishment of bicycle facilities. These would include:

1. The preparation of the annual City Budget
2. The preparation of the annual Capital Improvement Budget/Plan
3. Advising the City Planning Commission and Council when reviewing private land development plans
4. Planning city transportation projects
5. Adoption of city regulations, codes and ordinances.

Since, other than the Bicycle Coordinator, the BCC would have no city staff members, the proposal also calls for the creation of a Bicycle Task Force, consisting of city hall representatives from Police, Planning, Parks, Streets and other affected departments. These members would be appointed by the City Administrator, and would probably deal with the BCC through the Bicycle Coordinator most of the time.

The proposal for reorganization of the BCC and appointment of a Bicycle Coordinator has been given to Mayor Belcher. His reaction has been generally favorable, and it is expected that the matter will be presented to City Council at its February 19 meeting. (Monday, 7:30 p.m. at City Hall). The major stumbling block is money. It is not clear where funds would come from for the Bicycle Coordinator. A number of sources has been suggested, (any bicyclist philanthropists out there?) including city, state and federal funding. In all probability, a combination of sources will be required; if these do not amount to a sufficient sum, the position may have to be part time initially. It is anticipated that one of the Coordinator's functions would be to search out sources of funding for the position itself.

Dave Calbraith

HURON RIVER BIKE PATH UPDATE

Bob Polens, Executive Director of UATS, reports that the location and basic design plans for the Huron River Bike Path have received Stat DOT approval. Cross-section drawings of the route and detailed alignment plans need to be made, and then bids for construction can be let. Bob estimates that the bids will be ready in 2-3 months and hence construction could be underway by late spring/early summer. That's good news and we appreciate very much Bob's efforts in sparking the Road Commission's interest in this important area bikeway facility.

Here's a quick review of the route as it is presently planned-- It will start at Fuller Rd. near Bonisteel and go south to the river where a new bridge will be built along the railroad trestle crossing the river. The path will go along the south side of the river (north of the RR tracks) and join the existing Callup Park path to Dixboro Rd. A new path will be constructed along, but separated from, Dixboro and Huron River Dr. to Clark Rd. where it will join the EMU bike path, which will be signed through the campus area. A signed route using local streets will guide the biker through Ypsilanti to Spring St. and along Spring to Grove Rd. A new separated path will be built along Grove Rd. east to Bridge at Ford Lake.

Ann Arbor, Ypsilanti and the Washtenaw Co. Road Commission will share the cost with the Road Comm. acting as the lead agency and supervising construction. UATS has allocated \$216,000 of Federal Aid to Urban Systems funds to help finance this project.

The original plan called for a culvert under the railroad tracks at the ARB to access the path from Nichols Dr. (on the south side of the river). However, the RR has not agreed to this as yet, so a portage up the steep embankment and over the tracks will be required if you want to get on the path from the south.

Fletcher Des Autels is the new head engineer for the County Road Commission. He has assigned one of his men to finalize the design and prepare bids.

The Huron River Bike Path will be such a fine addition to our area's recreation facilities! As we write this with the temperature hovering at 5° F. our mouth fairly waters for a spring Sunday morning bike ride along the Huron River on an ABBL breakfast ride.

Tina Beye.

BIKE-A-THON SET FOR MAY 6

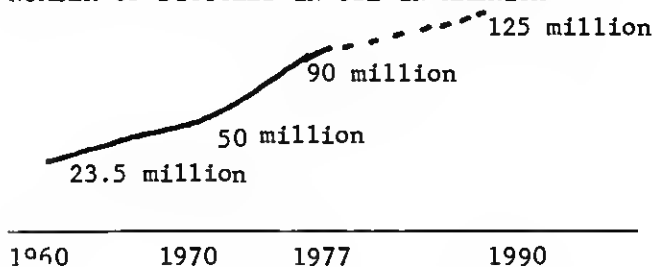
The ninth annual Ecology Center Bike-a-thon will be held on Sunday 6th (May 20 is the date). The Ann Arbor Bicycle League and the Ann Arbor Citizens' Band Emergency Group will co-sponsor the event again this year.

Planning for the 1979 Bike-a-thon is just underway. Last year we raised \$8670 from 360 riders and their sponsors, and this year we hope to attract even more riders. Bike-a-thon participants will again have a choice of two routes, the 11-mile route through the city or the more strenuous 28-mile county route. Some of the more enthusiastic may want to do both!

The Bike-a-thon has become a successful annual event only because so many volunteers have given so much of their time. This year we need volunteers to help with publicity, to distribute posters and brochures, to put up and take down directional signs on the route, to be checkers and bike marshalls on the day of the event, and to do many other tasks. If you have the time or inclination to help with the Bike-a-thon, contact Gail Gredler at the Ecology Center, 761-3186. If you can't help with the planning and organization, plan to gather sponsors and ride in this year's Bike-a-thon. Sponsor brochures will be available in April.

Gail Gredler

NUMBER OF BICYCLES IN USE IN AMERICA



NON-MOTORIZED TRANSPORTATION FOR 1990

An exhaustive study of Michigan's projected needs for transportation through 1990 is nearing completion. The Needs Study Committee included six subcommittees, one for each mode of transportation. The nonmotorized transportation subcommittee undertook what is probably the most thorough analysis of existing facilities and future needs for bicycle and horseback transportation ever carried out on such a large scale. Data about every road in the state, including average daily traffic, pavement condition and width, shoulder treatment and population served were fed into the Department of Transportation computers. Bob Kirkbride, DOT staffer who heads nonmotorized planning, was responsible for the operation and has done a monumental job. (His office was so full of computer printouts he could scarcely get in the door.) The final recommendations of the subcommittee have been approved and should be ready for publication this spring.

Since this kind of study had never been done before, a great many arbitrary assumptions had to be made to arrive at an estimate of the projected needs of bicyclists and equestrians. The validity of these assumptions will no doubt be debated vigorously in the coming months. However, legislation recently passed requires that such a study be done every four years, so there will be opportunity to refine and modify the assumptions as more information comes in. The important thing is that a model has been developed which can serve as a basis for future planning and decision-making.

The bottom line of the study is that it will cost the state \$91 million to build and maintain the facilities that the committee judged would be needed in 1990. This would include some kind of improvement (paved shoulders, signs, etc.) on 8435 miles of roadway, as well as parking facilities, maps and other amenities.

Major objectives endorsed by the committee include safe access to all state parks and recreational facilities from nearby population centers, a shoreline trail around the perimeters of both peninsulas, a cross-state trail roughly paralleling Interstate-94, and acquisition of abandoned railroad right-of-way as it becomes available.

More details of the study will be published in the next issue of this newsletter.

Jerry Rees

THE MIDNIGHT RIDES OF THE CYCLO-FEMINISTS

Two women activists in Montreal's most colorful political group, *Le Monde à Bicyclette*, stood trial last year for their role in a peaceful demonstration last May. Part of a contingent of 40, Claire Morissette and Françoise Guay were arrested and charged with "disturbing the peace" when they entered a city metro station, bikes tucked under their arms, on their way to join 150 other cyclists at a demonstration in Berri-Demontigny metro terminal. The cyclists were demanding the right to transport bicycles in subway cars.

Morissette, 28, feminist, leader of *Le Monde à Bicyclette*, self-avowed eco-anarchist, and author of an article entitled "Cyclo-feminism," sees the bicycle as a tool for the liberation of women. Suffragist Susan B. Anthony was an early cycling enthusiast, back in the 1890s when the bicycle first permitted women to escape the smothering confines of their families, to become athletic, and to wear pants for the first time. Today, argues Morissette, the bicycle can give women independence from increasingly costly public transport, and relieve them of the financial burden of owning and maintaining a car.

The Montreal bicycle movement's poetic approach to politics is one cause of its wide public appeal. The members' vocal hatred for the internal combustion engine in all

its forms (from cars to Greyhound buses) is matched by a willingness to ally themselves to the most marginal kinds of personal transport, from roller skates to unicycles. But the cyclists are also train-lovers, as well as outspoken supporters of women's and gay liberation.

Women members of *Le Monde à Bicyclette* were instrumental in planning and coordinating a surreptitious street-painting last year, carried out under cover of darkness. When morning dawned, Montreal's downtown streets had miraculously acquired bicycle lanes: a cyclist's dream come true. Several days later they were removed by the Roads Department, but the point had been made.

—Anne McLean

(reprinted from *Ms Magazine*, February, 1979)

CYCLING ON THE MOON?

As reported in the January 8, 1979 issue of *Time*, David G. Wilson of MIT is advocating that the next lunar excursion should use a quadracycle (4-wheel pedaled vehicle) for transportation about the lunar surface. Wilson is proposing a two-seat vehicle made of lightweight metal in which both astronauts would pedal while sitting. He maintains that "such a vehicle offers lunar explorers convenience, reliability, independence of energy supplies and beneficial physiological effects." Wilson calculates that in the lunar environment, even weighted with life-support equipment and a load of scientific instruments, astronauts could easily achieve a speed in excess of 30 kph (19 mph) and could travel several kilometers without unduly exerting themselves. It will be interesting to see if Wilson can persuade NASA to accept his suggestions, but if we can persuade more people on earth to appreciate these advantages, then cycling really will be way out!

Some of us don't brave the vicissitudes of winter biking which is not to be construed as wanting to stay indoors all winter—we just walk instead. How difficult it is to do that these days! The city's snow removal technique makes intersections challenging and property owner's lack of snow removal causes one to mince along, muscularly tight, feeling ancient and cold.

David Galbraith, founding member of AABL's Steering Committee and of the Bicycle Coordinating Council, has been awarded the distinguished Mark Mills Award by the American Nuclear Society. Dave recently received his PhD in nuclear engineering at the University of Michigan. Congratulations, Dave.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 9 No. 2

APRIL, 1979

BIKE-A-THON: RIDE, SPONSOR, OR WORK ON MAY 6!

On Sunday, May 6th, from noon till 5:00 PM, the Ecology Center of Ann Arbor will hold its annual Bike-a-thon. As in past years, the event will provide some funding for the Bicycle League. However, our major concern this year is not with us but with the Ecology Center whose staff has taken a pay cut to help the Center through this lean financial year. We're urging all AABL members to get sponsors and ride, or to sponsor someone else, or to help out on the day of the ride so that the 1979 Bike-a-thon will generate substantial income for the Center. For the convenience of local AABL members we have enclosed a brochure/sponsor sheet with this newsletter.

For expert riders who want a longer ride there is a third choice this year. In addition to the 11-mile city and 28-mile county loops, there will be a 100-mile ride traversing three counties. This is the Ann Arbor Bicycle Touring Society's "Grape Century Ride", which will leave Farmers' Market at 8:00 AM on May 6th. Gail Gredler at the Ecology Center, 761-3186, can answer any questions you may have about the Bike-a-thon.

BICYCLE LEGISLATIVE WORKSHOP THIS SATURDAY

The Bike League is sponsoring a workshop on bicycle-related legislation this Saturday, April 28th. The title of the workshop is "Legislating for Bicycle Transportation", with the subtitle "What do Bicyclists Really Want". It will address the question: can or should we attempt to encourage a shift to greater use of bicycles for transportation through local legislation, changes in funding priorities, or other governmental actions?

The Bike League invites all interested persons to participate in this workshop. The program includes a leisurely bike ride, weather permitting, which will start from the City Hall parking lot at 1:00 PM, and will afford participants an opportunity to see first hand some of the existing bicycle facilities around Ann Arbor, as well as some of the problems. A symposium and discussion of legislation and other possible governmental actions will be held between 3:00 and 5:00 PM in the second floor conference room of the new fire station at Fifth and Huron. Everyone is welcome to come to either or both of these events.

A special guest at the workshop will be Dr. Ralph Hirsch, the Legislative and Governmental Relations Chairman of the League of American Wheelmen, who will be visiting us from Philadelphia. Dr. Hirsch will bring us
(continued on next page)

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, MI 48104

FIRST CLASS MAIL

BICYCLE COORDINATING COMMITTEE REORGANIZED

We reported in our last issue that the Bicycle Coordinating Committee (BCC) had recommended a major reorganization involving an enlarged committee and a paid coordinator. City Council has accepted the plan and Mayor Belcher has appointed the new committee, but no funds are currently in sight for a staff position. Here are the BCC members appointed by the mayor:

Tina Beyer, 662-5175; Mary O'Donnell,

Tina Beyer, 662-5175, Shaun Black, 995-4289; Reuben Chapman, 761-2274; Phil Howrey, 665-3891; Janice Nali, 668-7988; Mary O'Donnell, 665-8323; Jeff Pek, 769-5332; Tom Rymanowicz, 663-7520; Mary Lou Slater, 995-3407; Doris West, 665-6327.

UATS TRAFFIC COUNTS COMPLETED

The Ann Arbor-Ypsilanti Urban Area Transportation Study has published the results of a series of counts of bicycle traffic at various locations in the area. We will report the results in detail in a future issue.

This newsletter is published by the Steering Committee of the Ann Arbor Bicycle League. Support for the activities of the League come from annual contributions of two dollars or more from our sustaining members, plus a share of the proceeds of the Ecology Center's annual Bike-a-thon. You can become a sustaining member by sending a check to the address on the other side of this page.

LEGISLATIVE WORKSHOP (continued from page 1)

up to date on the latest proposals for federal assistance, and on measures which other communities are taking to aid bicycling.

The Bike League is inviting active bicyclists, citizens in general, and representatives of local government to join us in this workshop. We believe that this offers an excellent and probably rare opportunity for those interested in bicycling to get together with each other and with representatives of government on an informal basis to discuss the needs and expectations of each.

There is no registration and no charge; just show up this Saturday, April 28th, at either 1:00 in the City Hall parking lot or 3:00 at the Fire Station. For more information, call David Calbraith at 971-5448 (evenings).

AABL RIDES TO BREAKFAST ONCE AGAIN!

Several AABL members and other bicyclists have enjoyed three Sunday morning breakfast rides so far this season. We have been meeting at Farmers' Market at 8:00 AM and riding to nearby restaurants for a leisurely breakfast.

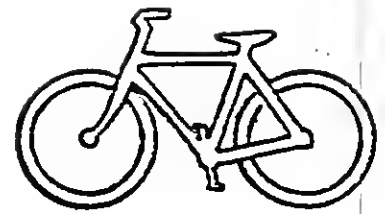
The next scheduled ride will be Sunday, May 13, meeting at 8:00 AM at the Farmers' Market for a restaurant ride to Dexter. For information on future rides, check the Outdoors page in the Sunday Ann Arbor News, or call Ann Hunt at 761-1147.

Name

Address

- () Check for \$_____ is enclosed for membership in the Ann Arbor Bicycle League.
- () Notify me of future meetings of the Steering Committee. Phone number: _____
- () Suggestions for future activities of the League for the purpose of improving bicycling conditions in Ann Arbor:

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 9, No. 3

AUGUST, 1979

1979: A BANNER YEAR FOR BIKING... ALMOST!!

1979 started out looking like the year bicycle transportation would take a Great Leap Forward; this was the year the American people would finally recognize the tremendous potential for energy-saving and environmental improvement to be gained by trading cars for bikes. Long lines at gas stations and booming bike sales reinforced our hopes. But what has really happened this year? A review of some major developments follows:

NATIONAL: The Surface Transportation Act of 1978 authorized the expenditure of \$20 million each year for four years for programs and projects to enhance the safety and use of bicycles. (To keep this in perspective, during those same four years, the Act authorized \$37.4 billion for highways and \$13.7 billion for transit.) Although this could be a breakthrough for bicycling, Congress has yet to appropriate the money to make it happen. The Department of Transportation is dragging its heels and seems to be continuing its traditional commitment to the private auto; perhaps the new Secretary of Transportation will help bring a new perspective.

STATE: Late in 1978 two major events seemed likely to tip the scales at least slightly

from almost total commitment to autos toward a more balanced transportation system. The Highway Department was reorganized as the Department of Transportation, with citizen advisory councils for all modes of transportation, including non-motorized; and new legislation required that at least 1% of receipts from gas and weight taxes be spent for nonmotorized transportation. But what has actually happened? The governor has failed to nominate members for the advisory councils, and the hoped-for money remains unspent.

In the meantime, the touted I-275 bike path remains unfinished and the Jackson-Lakeland Trail plans plod wearily through the bureaucratic maze. (See page 8)

LOCAL: The best news is that we now have a full-time bicycle coordinator in City Hall. (See page 3) Also a downtown parking garage for bikes is a reality, although its future is very doubtful. (See page 7)

The long-awaited Huron River path may be stalled till next Spring. (See page 3) And the last of the money from the 1973 bond issue is being spent this summer. For a progress report on current projects, see page 5.

Welcome To Ann Arbor, Tom Pendleton!

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

REDISCOVERING VERMONT BY BICYCLE

Ann Hunt

Tom and I got away from it all in late July by joining Vermont Bicycle Touring, Inc. (VBT) for their 5-day Vagabond II tour through north-central Vermont. The trip was a special treat for me because I grew up in Randolph, Vermont. Here was a chance to see another part of my favorite state in a very personal way.

VBT runs a rather elegant tour. Our gear was carried for us as we biked from inn to inn by circuitous routes varying from 33 to 67 miles per day. Each morning at breakfast we went over the sheet of explicit directions and chose our route for the day. Then each tour member was on his own until dinner. Our leaders passed us several times throughout the day to see if we had any problems. Tom and I usually chose the longest route, covering over 260 miles in all as we biked from Stowe to Craftsbury Common to Jay to Montgomery to Jeffersonville and back to Stowe again. The days were hot -- high 80's, low 90's -- but one memorable thunderstorm cooled us off as we finished the 7-mile descent from Smugglers Notch into Jeffersonville.

The accommodations were good; while not air-conditioned, the inns provided swimming pools or swimming holes nearby. Our first night out we stayed at the elegant Inn on the Common in Craftsbury Common. Our room was exquisite, the buffet dinner in the English gardens under a warm summer sky was delightful, and the solar heated pool was a plus.

The make-up of the group helped make our trip a success. Counting Greg and Dan, our young and able tour leaders, there were 27 of us. About half seemed to be engineers and programmers; the rest were teachers, nurses, a minister, and young people with their parents. Most had rather sophisticated cycling equipment in good repair (there were no breakdowns during the tour). One couple had a gorgeous red Schwinn Paramount 10-speed tandem. Another pair rode 18-speed bikes. And then there was Jack Moskowitz, something of a legend in VBT -- he's been on 17 tours in the past 5 years. A few people rode 5-speeds. Many of us had not cycled such long distances before. The beauty of the tour was that it was do-able by all of us.

Greg and Dan traded off driving the green VBT van and riding sweep by bike. They did a wonderful job of keeping tabs on us, urging us up hills (Greg even rode alongside and pushed a few people up the real toughies) and providing an excellent assortment of food for the picnic lunches we had each day. So successful was this luncheon pool that I gain-

ed weight in spite of all the exercise. They passed on a lot of useful biking information, but were also willing to learn from us; Dan decided he should buy a cycling helmet after talking to several of us about ours.

Every day had fantastic scenery and something else exciting about it, but THE special day for us was our third day out. We swam in five different spots, including two waterfall-fed swimming holes. Those of us who arrived early at the Black Lantern Inn in Montgomery were greeted with watermelon and lemonade. The dinner, which included hot-from-the-oven banana bread, was delicious. Afterwards we listened to a very good classical guitarist from Massachusetts preparing for an upcoming concert, and then we went into Montgomery Center to disco. We finished the day with a dip under a covered bridge at midnight.

We came away from the tour with many things: saddlesores (we have already replaced our saddles); an appreciation for the overhaul Reuben Chapman gave our bikes before the trip; a conviction that a Bell helmet adds comfort as well as safety (even at 93°); greater competence as cyclists; and a different view of Ann Arbor's hills. It was a really neat, physically taxing, mentally-relaxing vacation. We can hardly wait to go again...maybe Grandma will take the twins again next year...

+++++

The Biking Expedition, Inc., a group which plans, organizes and conducts bike camping trips for teenagers, might interest some of our readers. It is run by Thomas J. Heavey and Susan L. Heavey, Hall Avenue, Henniker, NH 03242. The shortest tour is 24 days. The riders carry all their own gear (there is no sag wagon) and are required to wear Bell helmets provided by The Biking Expedition.

I found out about this group quite by accident one sunny day in mid-July. I was in Woodstock, Vermont, getting ready for the bike ride which would put me in shape for my VBT tour. I had a flat tire, and as it was the first time I would have to change my own, I was relieved to see a large group of obviously knowledgeable bicyclists relaxing on the village green. Dave Paul, the leader, was very helpful in assisting me with the tire. He let me do the work but gave me directions as I put the patched tube and tire back on the rim.

Dave and his group were a healthy-looking enthusiastic crew -- certainly a good advertisement for The Biking Expedition. To learn more about this organization, write to the above address or call (603) 428-7500.

ANN ARBOR TO HAVE BIKE COORDINATOR

Dave Galbraith

As we reported in our February newsletter, the Ann Arbor Bicycle Coordinating Committee

) proposed that the BCC be reorganized and expanded, and that the City hire a Bicycle Coordinator to oversee bicycle programs. Readers of the April newsletter may have noticed that while we reported that the BCC had indeed been reorganized and expanded, the coordinator position had not been funded.

All was not lost, however. The mayor and several council members did express an interest in the idea, if they could be shown a source of funds. The new BCC, when it had a chance to study the situation, strongly endorsed the hiring of a coordinator. They reminded the council and administrator that a new state law, in force since January, requires local governments to spend 1% of their weight and gas tax receipts on non-motorized transportation, and permits this money to be used for services as well as physical facilities.

The BCC, with a major portion of the work being done by member Shawn Black, prepared a proposed budget for the 79-80 fiscal year. (See p. 7) It outlines the program that the BCC wants implemented, and shows how the coordinator will earn his/her salary. This salary was set at \$14,000 per year, plus fringe benefits. The proposed budget comes to \$41,300, which is considerably more than the estimated \$25,000 coming from the gas and weight tax. Item IV-6 (\$6250) represents non-city funds, however. After consultation with the mayor and city administrator, the city agreed to fund some of the items from other sources so that the budget was accepted. Several council members expressed doubts over the propriety of hiring an additional city employee, but the proposal was strongly endorsed by Administrator Si Murray and Mayor Lou Belcher, and finally passed by a vote of 10 to 0. (Councilman Senunas was temporarily absent).

The BCC then set to work writing a job description and publicizing the opening. In this, it was greatly aided by Mr. godfrey Collins, Assistant City Administrator, to whom the coordinator will report. Since time was short, the position was advertised only in local newspapers, but was supplemented by letters and phone calls by BCC members. By the cutoff date (July 16th), 128 applications had been received. The BCC reviewed these and selected the six most promising for interviews. We have just received word that Mr. Thomas Pendleton of Wilmington, Delaware, has been hired as the new coordinator.

Mr. Pendleton recently served for a year as bicycle coordinator for Washington, D.C. In that position, he was responsible for the planning, construction, evaluation and promotion of the District's bike routes. He was also responsible for safety and educational programs, as well as general promotional efforts. Prior to that, he had been executive director of the Delaware Valley Council of American Youth Hostels, Inc., and then a self-employed bicycle consultant. He has been a member of the Delaware Bicycle Task Force and chairman of its legislative committee, and was a co-founder and route coordinator of the East Coast Bicycle Congress, developer of the East Coast Bicycle Trail between Richmond, VA and Boston, MA. He also developed a master plan for bikeways and support facilities for New Castle County, Delaware, planned and organized bicycle tours, and organized a number of bike-a-thons. His education includes a graduate course in traffic engineering.

Tom Pendleton will bring to Ann Arbor a strong personal commitment to bicycling, an extensive knowledge of bicyclists' needs, and familiarity with many of the proposed solutions to the problems. Tom's challenges here will be many (see the article on bike parking at the old fire station on page 7) but if given strong support from the community, we believe he can help Ann Arbor to continue its progress of the last decade on behalf of bicycling. Welcome to Ann Arbor, Tom!

HURON RIVER PATH READY FOR BID

We reported in our issue of last February that portions of the path along the Huron River would be built this summer; that was a little optimistic, but all the engineering work is done for the part from the intersection of Fuller and Bonisteel down to Gallup Park, and from Dixboro to St. Joseph Hospital. This should be let out for bid this month and constructed this fall if we are lucky. The short gap from the hospital to E.M.U. stadium may not be done for a couple of years because of a drainage problem, but other than this it should be possible by next spring to bike all the way from downtown Ann Arbor to Ypsilanti along a very pleasant river path. We appreciate the good work being done by Karl Kleitsch, Traffic and Safety Engineer for the Washtenaw County Road Commission (a bicyclist!) and his crew.

CYCLING MAPS OF MICHIGAN AVAILABLE

Dave Galbraith

"Cycling Maps of Michigan" can be purchased from the Michigan Department of Natural Resources for \$9.95. For this you get 96 maps covering the entire state (basically county maps) with recommended bicycle roads marked in orange. Sounds great! So I sent off my check, and less than three weeks later received the promised 4 x 4 x 9 inch box of maps, with index. I haven't made much use of them yet, but have looked over a number. I'm afraid I am less than ecstatic.

By looking at the maps for local, familiar territory, one should get a feeling for how well the maps will serve in unfamiliar regions. In Washtenaw County, we find the map recommending Ann Arbor-Saline and Wagner Roads (shudder!) while neglecting the much-less-heavily traveled State and Moon Roads route south from Ann Arbor. North Territorial Road is recommended (they must not have been here on a weekend). Parker Road is recommended from Jackson south to Austin Road, and the map indicates that this route is all paved. Unfortunately, the southernmost three miles are now and always have been dirt. The marked route south from Saline turns north about two miles short of Milan, apparently assuming that no bicyclist would want to ride to or from Monroe County, whose routes do reach Milan.

The eastern and northern portions of Lenawee County are left without recommended bike routes. This may not be the most scenic area, but it does have many good, lightly traveled roads which provide pleasant bike rides. The written description accompanying the Lenawee map specifically says to avoid Pentecost Hwy; the map, however, shows the whole of this road as a recommended route I agree with the map in this case). The description also recommends a visit to Hidden Lake Gardens, but fails to say how to get there. Since the Gardens are accessible only via M-50, another "forbidden" road, an exact location would be most helpful (they're about $\frac{1}{2}$ mile east of Pentecost Hwy on M-50).

(Editor's note: the last time we tried to visit Hidden Lake Gardens, the gate keeper would not let us in; bikes were banned because there were too many cars!)

The Wayne County map recommends nothing except for seven off-street bike paths. Over much of this county, the map shows few enough roads so that it is likely none of them are suitable for biking. The I-275 bike path is shown by an orange line faithfully following

the expressway exactly, despite the fact that the actual path crosses I-94 more than a mile west of I-75. Then, strangely, even though the I-275 path extends 8 miles south into Monroe County, ending at Post Road, the Monroe County map fails to indicate its existence. A similar situation occurs at the northern end, with the route apparently ending at the Wayne-Oakland County line; even the expressway doesn't show on the Oakland map.

Another type of difficulty crops up in the northern counties. On these maps, paved roads are shown as solid black lines. But park and forest boundaries are also shown as solid black lines of equal width. Thus, it is sometimes impossible to tell whether a given black line represents a rideable road or just a boundary line. If you can stick to the orange recommended routes, supposedly this problem won't show up (although that Parker Road boo-boo makes me wonder!). Unfortunately, the recommended routes don't always seem designed for the tourist wanting to get somewhere. It would be helpful if you could use the maps to make up your own routes. One additional color, as on the (free) maps issued by the State Department of Transportation (which lack the bike route recommendations) would help tremendously.

Despite the complaints, I feel that the maps will be valuable to me. The bicyclist certainly needs something more than a state highway map, and the recommendations should be helpful, even if one has to take them with a grain of salt. If you'd like a set for yourself, send a check for \$9.95 along with your name and address the Michigan Reference Library, Box 30034, Lansing, MI 48909, and ask for "Cycling Maps of Michigan". You cannot order individual maps from this set.

TOURING SOCIETY HAS ACTIVE SUMMER

The Ann Arbor Bicycle Touring Society has had a full schedule of rides this summer. Over 700 bicyclists came from all over the state to take part in the Society's popular annual event, the Helluva Ride. The group meets every Saturday morning at 8 AM at the Amtrak station for a ride to a restaurant in a nearby town. There are also rides on Sundays. You can find out more about the Society by calling Mike Sanders at 663-3724 or Tom Powell at 994-6340.

CITY PATHS BUILT; BOND MONEY ALL GONE

Construction is well along on the last of the projects to be built with money from the bond issue passed in 1973. No one can say that this money was hastily or recklessly spent. There has probably been more citizen input on this enterprise than on anything the city has done. If the results are not as you might have wished, it's not for lack of trying; there is just a limit to how far \$800 thousand can be stretched. One of the first jobs of our new bike coordinator is to make a complete inventory of facilities in the city, so we should have some final facts and figures to report in our next issue.

The projects being completed this month are: South Main from William all the way to Scio Church Road, to connect with the existing county path which ends just short of I-94 on Ann Arbor-Saline Road; Packard Road, the "missing link" north of Stone School on the east side, delayed so long by right-of-way problems; Huron Parkway, the annoying zig-zags north of Huron High School are being eliminated. Plymouth Road from Huron Parkway to Green Road had also been planned, but is now scheduled to be done as part of a new construction project at a later date.

There are funds in this year's budget for small improvements of existing paths, but any major additions to the network will have to wait for new sources of funding.

MAKE WAY FOR THE M.O.B.

A group of bicyclists from around the state met in Ann Arbor on July 15th, the day after the Helluva Ride, to formalize the organization of a state-wide bicycling body, to be called (unless wiser heads prevail at a later meeting) the Michigan Organization of Bicyclists, or M.O.B. It was agreed that, although the organization has been actively promoted by Michigan members of the League of American Wheelmen, membership in M.O.B. should not be limited to L.A.W. members, but should bring together all bicyclists and biking organizations. An executive committee will be meeting in the Lansing area soon to draft proposed bylaws and set the time and place of the first meeting. If you would like to be on the mailing list and be involved in the group, contact Greg Neff, Great Lakes regional vice-president of L.A.W., at 3501 Coachlight Common, Lansing 48910.

PICNIC AT GALLUP PARK AUG. 26

A picnic breakfast which promises to be a rather special occasion will be held at Gallup Park on Sunday morning, August 26th, for members and friends of the Ann Arbor Bicycle League. It will be a potluck, with bacon, scrambled eggs and hot muffins already promised. (No one has offered to balance a gallon thermos of coffee on his or her bike yet, but we're working on that.) If you would like to join us for breakfast, call 663-1150 or 761-1147 for details. It's not officially confirmed, but we are hoping that the new bicycle coordinator, Tom Pendleton, will be able to be with us.

SAFETY TRIANGLES A SUCCESS

A belated note of appreciation is in order for the orange cloth which we used to make triangular patches for the backs of participants in the Ecology Center's Bike-a-thon in May. The cloth has been donated for two years now by Bob Faber, owner of Faber's Fabrics store in Briarwood. Bob is a long-time friend of bicycling in Ann Arbor, having been a city councilman the year the bike path bond issue was put on the ballot. We're grateful for your continuing support, Bob!

SUMMER IS THE TIME FOR BIKE THIEVES

There were 566 bicycles stolen in Ann Arbor last year, according to a recent article in the Michigan Daily, of which all but one were recovered. If your bike is licensed and/or has your driver's license number etched on it, the chances of its being returned if stolen are pretty good. But get a good lock and chain, and park your bike in a protected spot if possible. (Ask your employer to provide parking space, or if you work downtown, park in the new bike garage in the former fire station at Fifth and Huron.)

On the brighter side, a recent F.B.I. report says that, in contrast to a 36% general increase in larceny-thefts in 1973-1977, there was a 9% decrease in bicycle thefts. Thefts of motor vehicle accessories went up 73%. The moral is clear: instead of buying a fancy CB rig for your car, buy a bike. (But be sure it is registered, and lock it in a safe place.)

BIKING NEWS FROM AROUND THE WORLD

LONDON: Trafalger Square was the focus of a huge rally on June 10th, as 6000 bicyclists gathered to "Reclaim the Road"! It was the biggest political gathering of cyclists that has been seen in Great Britain. The goal of the rally was to show public concern for deteriorating cycling conditions throughout the country. One major concern of the assembly was road conditions; the "buckled wheel of the year" award was given in absentia to the mayor of Camden. Platform speeches were interspersed with music, theater and greetings from visitors from other countries. The streets were completely cleared of cars, buses and trucks as the cyclists took over.

Paris: A 10-man committee appointed by the President of France has reported on its study of ways to check the rising crime rate in France. One of its five recommendations was to build more bike paths.

Toronto: This Canadian city is fortunate to have an active commuting bicyclist as mayor and another as a member of city council. Toronto is making good progress toward a network of bike routes. The Toronto City Cycling Committee publishes an attractive tabloid newspaper which is widely distributed in the area.

Troy, New York: One of the excellent newsletters we receive is from an organization called "The Rolling Resistance", devoted to the development of a rational transportation system for the country. Their newsletter is a goldmine of useful information about transportation planning, particularly the efforts of groups around the country to resist the continuing spread of highways:

Washington: Fourteen national public interest organizations have announced a bicycle rebate plan which they believe will improve the health of their employees -- and save both the employees and groups time and money. Under the plan, any of the organizations' employees who purchase a bike and pledge to use it for commuting will receive a \$20 rebate.

Dubbed the "national bike-sidy program", the plan is loosely modeled after the discount coupon promotion by United Airlines. Today all 185 employees of the participating groups have received coupons worth \$20 when returned with a bicycle purchase receipt. In addition to the outright \$20 grant, several groups announced other mechanisms to promote cycling by their employees. One employer has reconditioned a bathroom to

provide shower facilities for sticky cyclists in the summer. Another announced that it would purchase a bicycle for the use of employees on company business during office hours.

The National Bike-sidy Program will be an ongoing project coordinated by the Washington Area Bicyclists Association.

Another innovative project being carried on by the Washington Area Bicyclists Association is the establishment of a Pedal Pool, which is a program to encourage new cyclists to commute to work -- a way to overcome the initial fear of riding in crowded Washington streets. Experienced cyclists meet with novices at assembly points and ride in groups, helping to choose the best routes and offering assistance. WABA estimates that there are already 30,000 regular bicycle commuters in the area.

New York: There are two active bicycle commuter organizations in the city. They apparently started as one and split over philosophical issues; each publishes a very professional tabloid newspaper, and report notable gains for cycling commuters in the past year. A major battle in New York, as in other cities split by rivers, has been bicycle access to bridges. After a long fight, a bicycle lane has been established on the Queensboro bridge, a major commuting route from Manhattan to Queens. The two groups disagree over the marking of bike lanes in midtown Manhattan, reflecting the disagreement nationwide between those who favor separate facilities and those who want only equal rights to space on existing roads.

THANKS!

AABL would like to thank Mr. H.M. Huffman, jr; chairman of the Miami Valley Regional Bicycle Committee, and Mr. Josh Lehman, bicycle coordinator for Seattle, Washington, for their letters of support concerning our efforts to obtain a bicycle coordinator for Ann Arbor. Mr. Huffman notes that his area's successful effort to obtain a coordinator made possible by private funds raised through a bike-a-thon. Mr. Lehman, whose position was used as a model by the BCC, notes that "Being in City Hall... is useful to force new gains for bicycling. to build bicyclists into the system (The of... ion? Simple! Be excluded.)"

Thanks very much, gentlemen; it's nice to know we're not alone.

BIKE PARKING AVAILABLE AT OLD FIRE STATION

Dave Galbraith

Believe it or not, Ann Arbor has a "new" parking structure: the old fire station at Third and Huron. When it appeared that private efforts to set up a new downtown parking garage for bicycles were doomed to failure (or would need over 200 guaranteed customers to break even), Mayor Belcher suggested that it would be possible to use the old fire station for this facility on a temporary basis. The "Hands On" museum hopes to locate there next year, but until the museum group raises enough money to begin operation, the building sits empty. Or did, anyway. City Council approved making use of the building for bike parking, and, between AABL, the BCC and the city, the ground floor was cleaned up, facilities were provided for an attendant, and everything was ready to roll.

Unfortunately, the city does not have any money to pay an attendant. Roughly 160 bikes per day would be required to make the operation self-sustaining, and while this number might be possible eventually, there is no chance of achieving it for some time to come. It was proposed to hire the attendants (two are needed to keep the garage open from 7 AM to 6 PM) with CETA funds. This program would require a one-year commitment and the city would have to pay supplementary benefits (health insurance, etc) from its own funds. A short-term solution was finally found by which the attendants are hired as part-time CETA employees, a category which does not require additional benefits. With this arrangement, Ann Arbor's first attended bicycle parking garage opened on July 16th. The initial response was underwhelming! Four bikes constituted a busy day. You did hear about it, didn't you?

With this arrangement, Ann Arbor's first Attended Bicycle Parking Garage opened on July 16th. The initial response was underwhelming! Four bikes constituted a busy day. You did hear about it, didn't you? No? Well, apparently no one else did either. Word is slowly spreading, however. A high of 18 bikes was recorded during the Art Fair, and 11 on the day prior to this writing. In addition, many people have stopped in to learn about the facility and have expressed interest in using it.

The major immediate problem is that the part-time CETA funding is temporary. The present arrangement is due to expire on September 9th, although there are unofficial promises to ex-

CITY BICYCLE BUDGET, 1979 - 1980

Program I: Safety and Education

- 1 Safety information (\$3000)
 - 2 Safe Cyclist/Pedestrian/Motorist interfacing (\$2750)
 - 3 Accident study (\$2000)
- Total cost \$7750, 12% of coordinator's time

Program II: Preservation of existing facilities

- 1 Spot safety improvements \$8000)
- 2 Inventory of existing facilities (\$1000)
- 3 Paint bikeway markings (\$1000)
- 4 Monitor completion of bikeway construction (\$1000)

Total cost \$11,000, 19% of coord. time

Program III: New facilities

- 1 Locker parking facilities (\$5000)
 - 2 Planning new bikeways (\$1000)
- Total cost \$6000, 11% of coord. time

Program IV: Compliance with city/state mandate

- 1 Assemble city task force (\$1500)
- 2 Prepare 5-year plan for weight and gas tax fund (\$500)
- 3 Reports to mayor and council (\$300)
- 4 Planning review of funded city projects (\$500)
- 5 Review of city budget/CIB/CIP (\$500)
- 6 Bike counts and study of bike/bus interfacing (\$6250)
- 7 Review of bike registration procedures (\$500)

Total cost: \$10,050, 33% of coord. time

Program V: Encouragement of cycling

- 1 Central information source (\$3000)
- 2 Complaint processing (\$500)
- 3 New programs and funding sources (\$3000)

Total cost: \$6500, 25% of coord. time

tend this through October. So whether you need it or not, please your bike downtown and park it in the old fire station now! We need the business! The garage is currently open Monday through Saturday, from 7 AM to 6 PM. Parking rates are 5¢ per hour (first hour free 25 ¢ per day, or \$5 per month).

Putting the bike parking garage on a more nearly permanent basis will have to be an early item of business for the new Bicycle Coordinator. Reuben Chapman and Shawn Black of the BCC have spent many hours getting things going but they do have other jobs to do. AABL believes that this facility is an important and exciting concept, but its continued existence needs to be assured if it is to have any real chance of success.

STATE PROJECTS IN LOW GEAR

The freeway bike path paralleling Interstate 275 was first discussed in 1973. It is still not completed, although as highway department projects go, it is pretty small potatoes. When and if it is finished, it will extend for thirty miles from Eleven-Mile Road on the north to Sterling State Park, near Monroe, on the south. One major delay has been local opposition to the part of M-14 which is being constructed through Plymouth; the bike path detours along M-14 for a short distance and so could not be built until the controversy was settled. The M-14 freeway was supposed to be done last winter but still is not open.

The two hiking-biking trails along abandoned railroad right-of-ways which have been talked about for several years are still grinding through the machinery. The Kal-Haven trail may be in the courts for several more years thanks to Penn Central's intransigence. The public hearings have finally been held on the Jackson-Lakeland project, but at the rate things are moving, it is clear that this is not one of the DOT's top priorities. Another DOT project which is a year or more behind schedule is adoption of the Transportation Needs Study. The basic work for this has been done for quite a while, but the consultants have not yet put it together for the Commission to act on. When this is adopted, it will give the Department clear guidance on priorities for development of non-motorized facilities in the state.

Word has just come in that we are losing the services of our nonmotorized specialist, Bob Kirkbride, from the Lansing office. Bob has done an outstanding job of planning and implementing nonmotorized projects in the state, and he will be sorely missed. We hope he will be replaced very soon. We don't know why Bob left, but we can't help suspecting that his superiors did not always support his efforts to get a fair deal for bicyclists in the DOT.

All travel involved in the production of this newsletter -- collecting material, copy to and from the printer, and trips to post office -- has been done by bicycle. About 60 copies are being delivered by bicycle, but unfortunately, the rest must have a 15¢ stamp on them. You can help with this and other activities by becoming a sustaining member; send a check for \$2 or more to the address on page 1.

GOVERNOR PUTS BRAKES ON BIKE COUNCIL

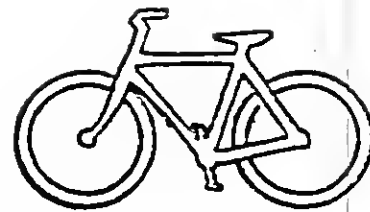
The reorganization of the Michigan Department of Transportation last January was to have included the formation of six advisory councils, including one for non-motorized transportation. Names of nominees were to be submitted by the governor and by the legislature and appointed by the Transportation Commission. At this writing, the governor has failed to make the necessary nominations, and so the advisory councils have not been formed. Repeated calls to Lansing have failed to uncover any reason for the governor's blocking of the councils. Delay tends to favor the status quo, which means that highway projects continue at full speed, while non-motorized projects such as our long-needed path along Washtenaw are stalled.

Under the new law, counties and cities must prepare a five-year plan telling how they intend to spend the 1% of the gas tax required for nonmotorized facilities. Most counties will drag their feet until they are prodded by the DOT, and this is not likely to happen unless there is citizen pressure. Therefore it is extremely important that the advisory councils be appointed and get to work.

L.A.W. DOUBLES LOBBYING EFFORTS

At the recent annual convention of the League of American Wheelmen, a number of important changes were made in the organization. The L.A.W. is the only national organization which speaks for bicyclists, and it is having an impact on transportation policy-making at the federal level, in spite of the fact that its membership comprises only two hundredths of a percent of the bicyclists in the country. This impact is largely due to the lobbying efforts of Ralph Hirsch in Washington. One of the important actions at the July convention was to double Ralph's budget. The group decided to move its national office to the Washington area, and hired a full-time editor for the Bulletin. Results of these moves should begin to be apparent in a more aggressive image for the League this year. Plans are being made for an elaborate celebration of the hundredth anniversary of the founding of the League, to be held in Providence, Rhode Island, next Memorial Day weekend.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOL. 10 NO. 1

MARCH, 1980

8 Great Days In May

AND SOME IN MARCH AND APRIL TOO

The agenda for spring is action packed with activities for confirmed cyclists and enticements for new riders. AABL is sponsoring the "8 Great Days in May" bike extravaganza. We will act as an information clearinghouse and as publicity liason for other bike group's plans. Help make biking the favored transportation mode for your group. Scouts might work on bike badges, PTOs might plan bike safety programs for the schools - bike to work, bike to school, bike to social engagements, shopping, church - EVERYWHERE. If after a trial week, you are not fully satisfied - double your weight loss back.

Here's what the schedule of activities looks like todate:

MARCH 22 - BIKE EXPO

What: Displays, demonstrations and discussions by local bike organizations and shops. This includes films, working out on "rollers", learning to pack for a bike hike, etc.

Where: Community High School
(opposite Farmers' Market)

When: 12 noon to 8p.m.

Who: Everybody
25¢ admission fee to help de-

fray the cost of printing posters.

EARLY APRIL- BENEFITS OF BIKING

What: The BCC is seeking the support of AA Tomorrow for printing a brochure describing the Benefits of Biking.

Where: City wide

Who: Employers and employees of downtown Ann Arbor.

MID-APRIL- BIKE PATH NETWORK MAP

What: An up-to-date map of AA's citywide bicycle path network

Where: Schools, Public Library, City Hall, bike shops (or by sending a self-addressed, stamped envelop to BIKES, City Hall, 48108).

APRIL 22 - EARTH DAY

What: Many festivities are being planned to celebrate the 10th anniversary of Earth Day.

Where: Details to be announced.

APRIL 24 - AA BICYCLE TOURING SOCIETY

What: Spring meeting to seek new members and develop the spring ride program

Where: Ann Arbor "Y"

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

When: 7:30p.m.

Who: Anyone who is interested

APRIL 26 - BIKE SAFETY CHECK-UP

What: The Noon Optimists will conduct their annual bike safety check. This includes: brakes, main bearing adjustment, tire pressure and recommendation for work needed.

Where: U-M Plant Dept. Garage
(Crisler Arena parking lot)

When: Watch the AA News for the hours and your next AABL Newsletter

Who: Everyone - so that your bike will be in good shape for 8 Great Days. No Charge.

MAY 1 - NATIONAL BICYCLING DAY

What: Senator Carl Levin (Mich.) and Senator Sasser (Tenn.) are co-sponsors of a resolution to proclaim May 1st "National Bicycling Day". The resolution is still in committee, but we hope that it will be out to be voted on in good time.

8 GREAT DAYS

MAY 4 - BIKE-A-THON

What: The biggest and best yet Bike-A-Thon to kick off bike week.
(See article below for details)

MAY 5 - RIDE-TO-WORK

What: Ride-to-work with the Mayor, the City Administrator and the U-M President.

Where: Details to be published extensively in late April.

MAY 6 - COMMUTERS REPAIR CLINIC

What: Knowledgeable helping hands will get your BEST commuting vehicle in good shape and give you tips on how to keep it that way.

Where: Details to be announced.

MAY 7 - COMMUTE BY BIKE DAY

What: This will be the first of the Wednesday bike commuting days.

Where: Wherever you go on Wednesdays

When: All day

Who: EVERYBODY

MAY 8 - FILM FESTIVAL

What: A fascinating and informative series of bike related films.

Where: Time and place to be announced

MAY 9 - PICNIC SUPPER

What: A family picnic supper after work/school/play.

Where: 6p.m. in one of our near-downtown parks. There will be plenty of publicity about the details in late April.

MAY 10 - PARADE

What: Ann Arbor Tomorrow is planning a fabulous week of celebrations honoring our Historic District. The BCC will join AA Tomorrow in sponsoring a parade that will feature a bicycle band (that's right--they play musical instruments while riding bikes), the Unicycle Club and the Wheelmen (those wonderful old high wheelers).

Where: The Main St. area --you won't miss it.

When: Festivities will be all day. Parade time to be announced.

Who: Everybody

MAY - 11 HISTORIC DISTRICT BIKE TOUR

What: AABL is sponsoring this bike tour with stops and talks throughout AA's Historic District.

Where: Meet at Farmers' Market

When: 2-5p.m.

Who: Everyone welcome

IT'S REALLY COINC TO BE 8 GREAT DAYS!

BIKE-A-THON TIME SOON

As I look out my window at the clear sunny sky and snow-free street I am in the mood for a good bike ride. And so, I hope are you! The Ecology Center's annual Bike-A-Thon is just 2 months away. Sunday, May 4th from noon to 5p.m. we'll bicycle once again to help the Center raise funds for its operating budget. Although the routes remain essentially the same in length and direction, there is a welcome change this year: we will avoid Baker and Jackson Roads by going into Dexter

in the county loop this year: we will avoid Baker and Jackson Roads by going into Dexter, turning left at the A&W onto Dexter-Chelsea Rd., then turning left again onto Parker Rd.

Cosponsors with the Center will be the Ann Arbor Bicycle Touring Society, the Citizens' Band Group and AABL. We'll be helping to coordinate checkers and provide bike marshalls. Call Ann Hunt (761-1147) if you can sit at a checkpoint for 2 1/2 or more hours on May 4th. Call Dave Galbraith (9715448) if you can ride as a bike marshall. Overall coordinator for the Bike-A-Thon is Ecology Center staffer Gail Gredler. She has scheduled the next planning session for March 13th. If you'd like to participate call Gail (761-3186).

In spite of reduced ridership, the 1970 Bike-A-Thon was perhaps the Center's most successful, bringing in \$9500. It would be terrific if we could increase participation of both riders and sponsors this year to give the Ecology Center an extra boost on its 10th anniversary!

-Ann Hunt

SPRING BREAKFAST RIDES

AABL breakfast rides again! Save this calendar of proposed Sunday rides and join us. We meet at Farmers' market at 8a.m. If it's raining, we re-schedule for the following Sunday.

March 30	Ypsilanti	Restaurant
April 13	Saline	Restaurant
April 27	Dexter	Restaurant
May 11	Historic District Tour	
	<u>2-5p.m.</u>	
May 25	Dexter-Huron Metro Park	Picnic
June 8	Milan	Picnic
	<u>Meet at 3424 Platt</u>	
June 21	Haye's State Park	Camping Trip
	<u>Sat.</u>	(call 663-1150 for details)

WELCOME MR. SPRENKEL

We feel fortunate to have Terry Sprenkel join the Ann Arbor City Government as our new City Administrator. He's a bike enthusiast and Council has authorized the purchase of a new bike for him. We hope that he will ride with us and feel at home in Ann Arbor.

NO BIKES IN HURON CORRIDOR?

The Huron River Corridor is back with us again! It's a bit hard for the non-professional to figure out just what the difference is between this round and the round of discussions which ended about a year ago, although this time the options under discussion are fewer and the geographical extent more limited. The area under discussion at this time includes that portion of Fuller/Glen from just east of the Fuller Pool to the Glen/Huron intersection, plus Wall St. (or Maiden Lane) between Fuller and Broadway. Apparently the options under consideration fall midway between the generalized usage plans of the last phase and the detailed engineering plans of the next phase.

We won't attempt to describe the choices currently being offered, since that has been done by the newspaper and Ecology Reports. We do feel compelled to report, however, that it appears no further consideration of bicycling needs has gone into the planning effort since the first phase ended. Thus, it seems that people are being asked to choose between the various options without any knowledge of how those choices affect bicycling. If this community is serious about supporting bicycling as a full-fledged transportation alternative, and we believe that the citizens of Ann Arbor have demonstrated such support, then bicycling must be considered at all phases of the planning process. We know that not all the choices will be those which bicyclists might favor, but we believe that we are entitled to more than just a few scraps thrown from the table at the end of the process! To be specific, the grade of the Glen St. hill is a considerable obstacle to many potential bicyclists; this grade is not immutable, however, and may vary depending upon the road alignment chosen. Yet no information on this point was available at the recent UATS public hearing on the project. Road widths, intersection treatments, and the possibility of routing a bicycle path under some of the project's bridges are also factors which can vitally affect bicycle usage in the area, yet received no consideration at this time. Thus, when we

are asked to help choose, we must do so without knowing just how the choice will affect our mode of transportation.

-David Galbraith

BIKE COUNT PROGRAM - A BASE FOR FUTURE PLANNING

- Where is bicycle traffic heaviest, and at what times of day?
- Are existing bikeways being used?
- Where should future bikeways be placed?
- How much is bicycling affected by the weather and other conditions?

Bicycle facility planners need to have good factual answers to these, and many other, questions about bicycle usage in order to plan effectively and to be able to back up their plans. Various surveys and estimates about bicycle usage in and around Ann Arbor have been made over the past eight years. But, unfortunately, there is no easy way to get the kind of factual information that is needed, short of having someone stand at a street corner and count the bikes as they go by.

In the fall of 1978 UATS made an excellent start on collecting baseline data about levels and patterns of bicycle usage in its study area. This program now has been taken over by Tom Pendleton, Bicycle Coordinator, on behalf of UATS. Some additional data were collected last fall, but the weather turned bad before the counts could be completed. Tom now plans to get an expanded and improved bike count program underway in April and May of this year. He can use lots of help and would be glad to hear from any volunteers. Get in touch directly with Tom, care of Bicycle Program, Ann Arbor City Hall.

Collecting bike count data is not very glamorous and the results from one season's sample don't necessarily mean very much until they are combined with data from other years and analyzed in a systematic fashion. However, the 1978 UATS count is the best we have so far. The report (Working Paper #1 - Design and Results of Counts Conducted October 23 to November 3, 1978) is very well written and it makes quite interesting reading. (Contact UATS or

the Ecology Center for a copy.) Some of the more interesting trends suggested by the 1978 UATS count are:

- A total of 29 locations were sampled throughout Ann Arbor and Ypsilanti between 3:00 pm and 6:00 pm. Not surprisingly, intersections in and around the U-M had the highest levels of usage. The five busiest intersections were: Huron & State - 216; Packard & State - 192; Fuller & Wall - 144; Huron & Glen - 115; Washtenaw & Observatory - 100.
- Bicyclists tend to choose their own routes whether there is a bikeway present or not. For example, Huron & State, the busiest intersection in the sample, has no bicycle facilities.
- Where bikeways exist in the direction of travel, they are used more than 50 percent of the time. And, at peak traffic periods, bikeways are used 70 to 90 percent of the time.
- More males than females are riding and the 18 to 30 - year old age group dominates. - Haldon Smith

EFFECTIVE CYCLING

The Effective Cycling course teaches skills and knowledge necessary to enjoy safe and effective cycling. The instructors, Reuben Chapman and Jeff Donahey, stated that emphasis will be put on: maintenance, cycling in traffic and techniques for riding in all types of weather. Sessions will be divided between individual work on your bike with one instructor and on-the-road demonstrations and practice with the other instructor.

Course registration begins at the AA "Y" on April 14th. The first class will be Sat., May 3rd. There will be a total of eight sessions.

Times: Saturdays 1-5p.m.

Wednesdays 6-8p.m.

Fees: \$35 - non-Y members

\$29 - basic members

\$23 - general members

Requirements: multi-speed bike

Effective Cycling

(textbook)

biking for 20 miles/
week for 2 wks. prior
to the first class

Folding bicycles make good traveling companions when you are exploring new places. Carol and I have just returned from a delightful week in Puerto Rico and the Virgin Islands, and having bicycles along add immensely to our enjoyment of the trip. Our Bickerton bicycles fold easily and stow in a canvas bag which is as easy to carry as a medium sized suitcase. They can be checked through on airlines at no extra cost, and fit in overhead racks on trains and buses.

We arrived at San Juan airport, picked up a highway map at a news-stand, and were driven to our hotel about 60 miles away by a "publico", which is a kind of inter-city taxi.

We found that the commercial road map was adequate for finding secondary roads suitable for biking. The roads are narrow and winding, but drivers are careful and courteous. Puerto Rico is 100 miles long and 35 miles wide, and has a spine of mountains through the middle. All roads leading away from the seacoast go sharply uphill. The roads along the coast are level and pleasant. Beautiful uncrowded beaches appear around every curve in the road, and the weather remained sunny and in the 70's or 80's during our stay. We enjoyed the feeling of being at least for a few days a part of the rich Spanish culture of the island - a feeling which is enhanced by traveling through villages and countryside at a leisurely pace by bicycle rather than rushing from one tourist "attraction" to another by car or bus.

By contrast, there are relatively few roads in the Virgin Islands which are level enough to enjoy on anything but a bike with super-low gears. Traffic is light but the hills are short and steep, with curves too sharp to really enjoy the downhill coasts. We rode about 10 miles from the ferry dock on St. Johns to the National Park campground, but had to walk up most of the hill. Since the islands are small and buses and taxis available, bicycles proved less desirable there.

We found the most useful source of tourist information about Puerto Rico to be a monthly magazine called "QUE

PASA", published by the P.R. Tourist Association and available at travel agencies in Ann Arbor. We would be glad to share further details with any readers who may want to consider a biking vacation.

-Jerry Rees

HEADY STUFF

To be or not to be --- helmet-ed? Over the past year this rider has noted an increase in the number of bicyclists wearing helmets, especially among adults apparently commuting to/from work. Personal protection is the one best reason to be helmeted, of course. In addition, wearing a helmet may have a positive effect on motorists who may view helmet wearers as serious cyclists to be treated as such and whose right-of-way is to be respected.

Good helmets are designed to protect in two ways: by spreading impact over a broad area and by absorbing energy. The hard outer shell of the helmet prevents the bullet-like effect of a collision with pointed objects such as rocks, automobile trim or handlebars. The force of the impact is absorbed by the crushing or compressing of the styrofoam padding, thus slowing the sudden transmission of the force to the head. In order to do its job, the helmet must fasten securely to the head to prevent its flying off during initial impact and protect from any successive impacts.

The two most cited reasons not to be helmeted are cost and restriction of freedom.

The Washington Area Bicyclist Association (WABA) conducted a Bicycle Helmet Wearability Study. The study summarizes the opinions of ordinary riders who examined, wore, and, in a few cases, crashed in a variety of helmets.

The WABA study showed that no specific helmet was ideal for all riders, but it does outline the wearability factors that are important in choosing a helmet for personal use. WABA's test criteria are:

Head protection - A helmet must have a hard shell and styrofoam liner. WABA also tested several hockey helmets

with hard shells and strap suspension systems that were acceptable.

Ventilation - Air vents are necessary and should penetrate the shell both front and rear for good air flow. In hot weather all of the tested helmets produced some discomfort. Bell, MSR, and CCM were judged tolerable. The racer's "hairnet" would be the coolest of course, but we are reporting only on those helmets providing the best head protection.

General Comfort - The fit is very important to both function and comfort. The helmet should fit firmly, but not tightly. The foam pieces inside the helmet can be adjusted to increase comfort. Interference with eyeglass frames can be a problem, so be sure to bring your glasses along when shopping for your helmet. (And bring your helmet when buying new frames.) Weight was not a problem for any of the helmets tested. The wearers adjusted to weight very quickly. Sweat control was a consideration during hot weather. The easiest solution seems to be wearing a washable fabric sweat band.

Style - This is an individual matter. The "racier" models did provoke some embarrassing comments, but on the whole, bicycle helmets are becoming fashionable in the Washington area, so maybe they will catch on elsewhere -- move over jogging shoes!

Price - Good helmets start at about \$30. Each of us must decide for ourselves how much head protection is worth.

The WABA study was conducted by adult commuters. Certainly the same criteria apply for younger riders.

During the WABA study period two riders had serious accidents. On accident was a head-on auto/bike collision. The cyclist sustained several broken bones, a damaged helmet, a demolished bike, but no head injuries. In the other accident, also involving a car, the cyclist was thrown over the handle bars with sufficient force to crack the helmet shell. The rider was unaware that he had hit his head until he later examined his helmet. ---

Need we say more? - Tina Beyer

(See the March Ann Arbor Observer article about U-M helmet designer.)

LEAGUE OF MICHIGAN BICYCLISTS

On Feb. 23rd, forty cyclists met in Detroit to consolidate the work on a state cyclist organization. This is the largest gathering so far and all present were enthusiastic in their support. Those attending ranged from non-club cyclists through AYH and touring club members to Mike Walden representing Bike dealers and racers. The next meeting will be in Grand Rapids to sample the the next largest population area. Before that meeting the MICHIGAN LEAGUE (the League's newsletter) will carry a draft of by-laws for the organization. The League has been an excellent publication so far. To get the LEAGUE, send \$5 to: League of Michigan Bicyclists
c/o TCBA
Box 13001
Lansing, MI 4890]

The League will be watchdog for bicycling interests in Lansing. Those present at this meeting agreed that all bicyclists' interests, not just club cyclists', will be the concern. To this end, the League's officers will hold small meetings around the state to solicit unorganized cyclist input.

-Reuben Chapman

A CYCLICAL FUTURE

We have been seeing a spate of articles on the change of decades. They point out that Americans look forward to a declining standard of living and lowered expectations. Pete Peterson, of Nixon's White House, perhaps summed it up inadvertently talking about not wanting to go back to "the cold, the dark, and the bicycle.!"

My reaction is, "Humbug!" I foresee a satisfactory standard of living and a rising expectation that "the good life" is just beginning. This is based on the idea that our unprecedented materialism is being forced to an end!

Coming is a time of greater health, vitality, and inter-personal relations. We will no longer travel from overheated (or supercooled) offices via "climate-controlled" automobiles to our equally unsuitably heated (or cooled) houses, where we enjoy the dark only as it surrounds the television set. We will regain our physical adjustment to varying climate,

continued on page 9----

THE BICYCLE COORDINATOR'S REPORT

The BCC is composed of 10 citizens, appointed by the Mayor and Council, and charged with the responsibility for overseeing the City's bicycle efforts. Although technically an advisory body, they do review most items, and are listened to carefully by the bureaucracy. They meet the 2nd and 4th Thursday evenings at 7:30 in the 4th floor conference room in City Hall. Anyone who wishes to may join them at these discussions of local bicycling issues.

Current topics under discussion have ranged widely. Under "review of highway projects" would be detailed looks at the engineering plans for the Stadium/Packard intersection and the Fuller/Glen project (see current Ecology Center Report for details on this one); both of these have been designed for motor vehicle operation, and then had bicycles and pedestrians fitted in around the edges, so to speak. With input from the BCC and the Bicycle Coordinator, these plans may be modified to better accomodate these two crucial modes. (Stadium/Packard has one of the higher counts of commuter bicyclists in the city, and Glen at North Hospital Dr. is about the worst for bicycle/motor vehicle accidents.) No conclusions have been reached on either of these two locations, and probably will not for quite awhile, but they are being monitored now.

The Coordinator just completed a long proposal to the Michigan Energy Administration for a grant to demonstrate the potential of a switch to bicycle commuting, given sufficient publicity. Several other localities are also applying for these funds (\$20,000), so there is no assurance that Ann Arbor will be the recipient; however, the proposal has given us a clear presentation of goals and objectives for the year, so we now know where we are (theoretically) heading. If the grant is awarded to this city, we expect to have a Bike Patrol this summer to concentrate of bicycle traffic violations, an extensive commuter service of maintenance clinics, classes, and introductory rides, periodic special events (Bike Expo on March 22nd being an ex-

ample of one sort), and an assistant coordinator help keep tabs on all the activity.

AABL produced a map of bike routes around the city in 1978. By now these maps are distributed and somewhat out-of-date. The City plans to produce an updated map of the Ann Arbor/Ypsilanti area (with a county map on the back) showing not only marked bike routes, but cyclist-preferred-routes as well. Originally this was to be ready by Bike Expo, but is now planned for mid-April. If you would like to be involved in this (or any other) project, call the Bike Office to say so.

In addition there will be a series of "bicycle tip sheets" published periodically over the next several months. The first of these, "The Winter Cyclist", by Reuben Chapman, should be available by the time you receive this newsletter. Other titles being worked on now include: how to buy a bike (for touring, commuting, or children), locking techniques, the motorist's part in bike safety, touring and racing information, and transporting your bike. (See the March issue of "Bicycling!" magazine for an article on transporting, prepared by a U-M student in conjunction with the Bike Office.)

A project is being set up to solicit accident data from patients at area emergency rooms. A survey form has been prepared, and is to be considered by the Emergency Room Supervisors' meeting in March.

Perhaps the most "fun" and the most long-reaching project now is the parking experiment. Many tests of bicycle parking devices have been done, but none under controlled circumstances. The BCC and Bike Office will be creating such a test this spring. We will obtain one of each of over ten designs which appear suitable, install them all at the same location, and then survey users as to their preferences. The outcome of this test should be known by summer, and should have national significance. At any rate, we expect to get rid of the "cement shoes" we now have masquerading as bike racks, and replace them with acceptable designs...slowly, over an extended period...but at least they should be usable!

Meanwhile, we're worrying about Bike Week in May, getting the new City Administrator his city-owned bicycle, reviewing building site plans for bicycle compatibility, and watching for potholes and bad curb cuts. Join us!

-Tom Pendleton

PHONE (313) 994-2814



THOMAS S. PENDLETON

BICYCLE COORDINATOR

CITY HALL 100 N. FIFTH AVE., P.O. BOX 8647
ANN ARBOR, MICHIGAN 48107

IT'S OFFICIAL! IT'S NEAT!

FROM THE STATE

Bill Tansil is the first employee to be hired in the Non-Motorized Section of the Transportation Planning Bureau (MDOT). Bill is a transportation planner work-3/4 time. Non-Motorized transportation is becoming established enough to occupy its own niche in the bureaucratic structure. Ann Arbor will be working with Bill on the design and construction of the Washtenaw Ave. bike path (Manchester to Arborland).

The County Parks and Recreation Dept. will design the path through the County Farm land and the city will design the Platt Rd. to Huron Parkway segment. The final segment from Huron Pway to Arborland presents some complex design problems and will be done at a later time. \$15,000 of the Bicycle Bond money will be used to help pay for the design work. Construction costs will be paid by the state.

A not so positive note from Lansing is that the Transportation Commission has taken no action in appointing the 5 citizen (one is for Non-Motorized trans.) Advisory Commissions created under the new Transportation Act. The Transportation Commission has hired a consulting firm to assist in resolving the dispute over the powers of the Commission and the Director of MDOT as described in the new act. The Advisory Commissions will not be appointed until the dispute is settled. This is not expected to take place for six to eight months.

ENERGY, ENERGY

The City Energy Plan developed by the Community Development Block Grant department is a comprehensive set of policies and work plans that if implemented will help us all conserve our energy resources. The transportation policy calls for a "decrease in energy consumption by choosing the method of travel which is the most fuel efficient for the purpose of the trip."

One of the objectives of this transportation policy is to "increase bicycle and pedestrian travel in everyday commuting by the development of a network of safe, direct routes, secure bicycle storage facilities and educational and promotional efforts."

The goal described in the work plan section is : "100% increase in bicycle commuting."

\$\$\$\$

The money from the bond issue passed in 1973 has now been spent. The Bicycle Coordinator is working on a complete inventory of facilities which we will report on upon its completion. An up-to-date bike path network will be available in April. The only planned path not finished is along Plymouth Rd. from Huron Parkway to Green Rd. The future of this segment is uncertain at present - it got caught in the inflation squeeze. Which brings us to the point of this paragraph. Do we want to build more bike path in Ann Arbor? If so, how do we want to fund them? Please let us hear from you -

-the BCC

HMMMMM----

A City Council member in Palo Alto, CA spearheaded the adoption of a city resolution to pay city employees 4 cents per mile for using a bike instead of a car for city errands. Four cents per mile is the estimated wear and tear on a bicycle. Hertz estimates wear and tear on a car at 38 cents per mile. Why not work out an incentive reimbursement rate for biking?

JACKSON-LAKELAND TRAIL STALLED

Thirty-four miles of abandoned railroad right-of-way running northeast from Jackson to Lakeland were purchased by the Michigan Dept. of Transportation (MDOT) two years ago. Public hearings were held, construction plans were drawn, and it appeared that bike and horse trails were about to be built. An agreement was worked out between MDOT and the dept. of Natural Resources (DNR) so that after MDOT built the trails, DNR would maintain them as a longitudinal park--an historic first for the state. Now local opposition plus a cutback in DNR funds seem to have blocked the project. Property owners adjacent to the route are claiming that the trail would encourage vandalism or perhaps even attract escapees from Jackson Prison. Underlying this may be the hope that the property could revert to the adjacent farms if the trail is not built. Advocates of trail construction point to the heavy usage of the comparable Sparta-Elroy trail in Wisconsin, which brings in over a hundred thousand cyclists a year with apparently no trouble with vandalism and extremely good relations between local residents and trail users.

Bicyclists who would like to see this trail built can have a real impact by making their feeling known to MDOT and the State Legislators in the affected districts. We urge you to write letters of support to any or all of the following, and contact anyone you know in the area to do likewise. The persons to write are:

John Woodford, Director
Mich. Dept. of Transportation
P.O.Box 30050
Lansing, MI 48909

(House District 23, western Washtenaw and Jackson Counties)

The Honorable Mary Keith Ballantine
State Capitol
Lansing, MI 48901

(House District 51, Livingston and S.E. Ingham Counties)

The Honorable Frederick Dillingham
(same address as above)

(Senate District 18)

The Honorable Edward C. Pierce
State Capitol
Lansing, MI 48909

-Jerry Rees

A CYCLICAL FUTURE

---continued from page 6

our communication with others on the road and in our neighborhoods, and our feelings of community.

The transportation aspect of this is two-fold: public transit and the bicycle. No other vehicle makes for the health and communication with others which naturally attends the bicycle. When this is combined with its unparalleled door-to-door service, ready at any time, at a miniscule fee, and interconnected with transit for rapid movement from origin to destination, there is nothing which approaches its level of service or versatility.

The biggest growth field in bicycling is in the direction of inter-modal support: further development of folding bikes, parking at transit stops, and bikes-on transit.....all of which exist today.

Conditions are clearly getting better. Not only is bicycle transportation being taken seriously by officials in more places, but public acceptance is growing. Bike paths and lanes will increase in number and quality, but at the same time, there will be less of a threat from cars: the future in private cars appears to be in electrics, which are inherently smaller and slower than gasoline cars have been. Even so, more central city areas will be made auto-free, as downtowns become rejuvenated and turned over to people.

I see great times coming, when we'll talk to each other again, understand each other, and regain our sense of community --and the bicycle will be an integral part of it all.

-Tom Pendleton

CAMPUS CORNER

Last Stember the first U-M/City Bicycle Discussion Group met to examine the problems created for various U-M areas by the large number of student cyclists on campus. We have continued to meet monthly and the discussions are lively, informative and problem solving.

Executive and key staff members from the U-M Planning, Hospital Planning, Grounds, Housing, Insurance, etc. departments share their particular bicycle-related problems. Parking and storage are major concerns, especially when bikes are parked in buildings not specifically designed to accomodate them. License and registration procedures that emphasize the positive aspects of a good bicycle program would be helpful. Pedestrian/bicycle/automobile movements in the campus area create annoying conflicts that hinder each mode. The problems are multi-faceted and neither the U-M nor the City alone can successfully deal with them -- hence this group was formed. Tom Pendleton, Bicycle Coordinator, and several other BCC members are part of this group.

The problem of abandoned bikes has been worked out. U-M Plant Department will collect them in the spring after the students had left and turn them over to the City for disposition. Any money generated from auctioning these bikes would go to the City.

More parking racks are being installed on campus. U-Hospital has 40 new ones now. Bike parking in the U-M structures and "for-a-fee" covered parking as residence halls are under consideration. Tom Pendleton is arranging for a four year licensing and registration program that could be implemented when students arrive at their dorms in the fall.

The appropriate steps are being taken by both the City and the University to formalize the existence of the Bicycle Discussion Group. - Tina Beyer

TOURING SOCIETY IS ROLLING

Saturday Breakfast Rides will begin April 5th. Meet at 8a.m. at the AMTRAK station for a ride to Dexter, Saline or a similar distance for a restaurant breakfast. Everybody WELCOME.

If you want to head rides or suggest rides, the calendar planning meeting for April and May will be Thursday, March 13 at John Downey's, 906 Edgewood at 8p.m.

If you want to receive the calendar and newsletter of the Touring Society, send \$5 to: Jan Marble, Membership Chair
7695 Huron River Drive
Dexter, MI 48130

The Ann Arbor Touring Society open meeting to entice new members will be April 24th, 7:30p.m. at the "Y".

The Touring Society will participate in the Ecology Center Bike-A-Thon by running its 100 mile ride, the Grape Century, on May 4th.

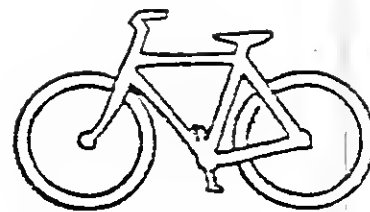
-Reuben Chapman

ARE YOU INTERESTED IN AN EXPLORER SCOUT BICYCLE POST?

Coed
14-21 years of age
Call Jerry Rees - 663-1150

Almost all of the travel involved with the production of this newsletter --- collecting material, copy to and from the printer, and trips to the post office---has been done on foot or by bicycle. Many copies will be delivered by bicycle, but unfortunately the rest must have a 15¢ stamp on them. Printing costs have gone up too. About the only thing that has not succumbed to inflation is the cost of stamping a sustaining member of AABL. If you would like to help support AABL's activities, please send a check for \$2 to the address on page 1.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 10 NUMBER 2

MAY, 1980

YPSI AREA TASK FORCE FORMED

A bicycle advocacy group for Ypsilanti and surrounding townships has been set up under the auspices of the Ypsilanti Area Futures Council. It is co-chaired by Jean Cione (482-2352) and Bob Fox (P.O.Box 332), and has been meeting on Monday nights every two or three weeks. Anyone interested is urged to contact Jean or Bob for the time and place of the next meeting or to get on their mailing list.

The Task Force does not sponsor rides, but is solely concerned with encouraging the greater use of bicycles for transportation and recreation. Its goal is to have a Bicycle Coordinating Committee set up to serve the City of Ypsilanti and the townships of Ypsilanti, Superior, Pittsfield and Augusta. The Task Force has also begun active promotion of a Huron River Bike Path through Ypsilanti and westward to connect with Ann Arbor's Gallup Park path.

HELP!

AABL's activities are made possible by the contributions of its sustaining members. Extra expenses incurred by Eight Great Days in May activities have depleted our treasury. If there is a return envelope enclosed with this newsletter, it means that you have been a contributor before but we haven't heard from you lately. Please help keep AABL solvent by sending a check for \$2 or more. Thanks! We won't bug you again this year.

HURON PATH FUNDS FROZEN

Just as contracts were to be let for construction of the Huron River path from the Fuller-Glacier-Bonisteel intersection to St. Joseph Hospital, a federal spending freeze halted all road projects. We expect work any day now on when the funds will be released. If you don't see anything in the daily papers soon, it might help to call either the County Road Commission or Congressman Purcell's office.

BREAKFAST RIDE SCHEDULE

Join us on Sunday mornings for leisurely family bike rides. Scheduled so far are:

May 25: meet at Farmers Market, 8 A.M., ride to Dexter-Huron Metro Park, bring picnic.

June 8: meet at Farmers Market at 8 A.M. or at 3424 Platt Road at 8:30, ride to city park in Milan for picnic breakfast.

June 21-22: ride to Hayes State Park (35 mi) on Saturday, return Sunday. Camping gear transported in sag wagon. A good introduction to bicycle camping for families. For information call 663-1150.

BILL TO HELP BIKE CAMPERS

We understand that State Representative Perry Bullard plans to introduce a bill requiring that bike campers receive special consideration in state parks. For further information or to express support, you can call his office at 517-373-2577.

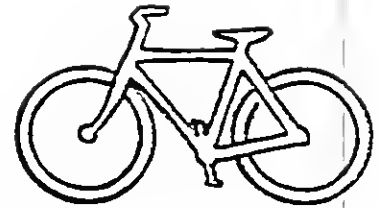
Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

8 Great Days In May

- April 24 Thursday ANN ARBOR BICYCLE TOURING SOCIETY Spring meeting, 7:30 P.M., at Huron High School. All are Welcome.
- April 26 Saturday BIKE SAFETY CHECK AND RODEO in parking lot behind Crisler Arena, 10 A.M. to 2 P.M. Bring your bike in for a spring checkup and minor adjustments done by Freewheel Express; rodeo with prizes, sponsored by Insurance Women of Washtenaw; bike licenses for sale; sponsored by Optimist Club.
- May 4 Sunday ANNUAL ECOLOGY CENTER BIKE - A - THON: 12 noon to 5 P.M. Pick up sponsor sheets at Ecology Center or at local bike shops and health food stores. Get your sponsors now!
- May 5 Monday **BIKE TO WORK WITH** Mayor Belcher: meet in front of Zion Lutheran Church, Liberty near Virginia, 7:40 A.M.
City Administrator Sprenkel: meet at Kroger's, on Broadway, at 7:40 A.M.
UM President Shapiro: meet in front of his home on South University at 7:40 A.M.
- May 5 Monday MAINTENANCE CLINIC at Community High School, 7:30 P.M. Learn how to keep your bike in shape.
- May 6 Tuesday FILM FESTIVAL at Public Library, Fifth and William, 7:30 P.M. Short films on safety, racing and touring.
- May 7 Wednesday COMMUTER CARAVANS: groups meet at designated times and places to ride to work; watch for announcement of places.
- May 8 Thursday BICYCLE COORDINATING COMMITTEE open meeting at City Hall, 4th floor, 7:30 P.M.; meet with the official body which develops city policies on bicycling. Bring your ideas.
- May 9 Friday PICNIC AT ISLAND PARK: meet at Liberty and Division at 5:30 P.M. or go directly to Island Park at 6:00 P.M. Coffee provided.
- May 10 Saturday SWAP SHOP at Community High School, 10 A.M. to 2 P.M. Buy or sell bike parts and accessories.
- May 10 Saturday PARADE! See the Bicycle Band make music as they ride! Decorate your bike! Come in costume! Prizes! Fun! Starts at Liberty and Maynard at 2 P.M.
- May 11 Sunday HISTORIC TOUR OF CITY BY BICYCLE: Tour guides will leave Kempf House, 312 S. Division, at intervals from 2 P.M. to 3 P.M. for an eight-mile loop of the city; for optional side trip to Cobblestone Farm, come at 2 P.M. Maps provided for small fee.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 10, NUMBER 3

SEPTEMBER 1980

HIGHWAY ROBBERY!! HIGHWAYMEN DO IT AGAIN

Two years ago the people of Michigan instructed the Michigan Highway Department to change its name to Department of Transportation and to start providing for the transportation needs of those who do not use automobiles. The law governing the use of the Motor Vehicle Fund (gas and weight tax) spells out how this is to be accomplished. Among its provisions are:

- 1) At least 1% of the money must be spent on non-motorized facilities or programs --- bicycle paths, storage facilities, educational programs, etc.
- 2) Every agency receiving gas tax funds must prepare a five-year plan detailing how it proposes to meet the needs of non-motorized transportation.
- 3) An Advisory Council is to be formed to oversee the implementation of these plans

What progress is being made to put these provisions into effect? Within a month the Highway Department had redesigned its logo and ordered new letter heads, but after two years not one of the three requirements listed above has been met. As far as bicyclists are concerned, it is business as usual in Lansing, which means throwing us a few crumbs to keep us quiet. Even the much-publicized I-275 bike path was built with 90% federal money, with the state agency taking all the credit for it.

A member of the AABL Steering Committee, Jerry Rees, serves as a citizen member of

THIRD ANNUAL PANNIER POTLUCK

Continuing a happy tradition, AABL members and friends are invited to a potluck breakfast on Sunday, Oct. 5, at 8:30 AM in Gallup Park. Scrambled eggs, bacon and coffee will be provided; you can bring fruit, juice, or pastries to share. Also bring plate, cup and utensils. Call Ann Hunt, 761-1147, or Jerry Rees, 663-1150, to let us know you are coming. If it is raining, the alternate date will be October 12th. If it is cold.....dress warmly, but come anyhow!

SEMCOG's Transportation Advisory Committee. At a recent meeting, he raised the question of how well the counties and cities in the SEMCOG area were conforming with the law. With the notable exception of the Washtenaw County Road Commission and the City of Ann Arbor, not one of the agencies represented was making any effort to implement the law. One road official on the committee said, "We don't intend to comply with the law; I guess you'll have to sue us." Put in simplest terms, this means that road officials are misappropriating something over five million dollars per year of public funds, and will continue to do so until they are taken to court.

We can be very proud of the excellent example set by Washtenaw County and the City of Ann Arbor, but it is time to see that the rest of the State begins meeting the needs of non-motorized transportation.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

LEAN BACK AND ENJOY A BIKE RIDE

A drastically different kind of bicycle has come on the market. It is called a recumbent bicycle, and it puts the rider in an almost reclining position with feet forward and body cradled in a seat and backrest of light webbing. There are several advantages in this design: No more saddle sores or aching shoulder muscles, and added push from the large leg muscles because there is a seat back to push against. Arms hang straight down as hands operate a steering bar extending horizontally from under the seat. The rider's head is at about the same height as those of motorists in nearby cars so you can look them in the eye as you go by.

Ann Arbor bicyclists who attended GEAR (Great Eastern Rally) in Genesee, New York last July had a chance to test ride a recumbent bike designed by Dick Forrestall and David Gordon Wilson. Its trade name is Avatar and it sells for \$1575. Riders were impressed by its comfort and ease of pedaling. Forrestall, who commutes to work in the Boston area on an Avatar, finds that he can go much faster and further than on a conventional bike with comparable effort.

Only 800 Avatars will be made this year, and at its present price will not generate a large market. But mass production should bring the price down, and its distinct advantages may make it popular in the future.

OOPS

We are sorry to report that a batch of mail sent to AABL has been misplaced. This means that several of our loyal sustaining members are wondering why their cancelled checks have not come back from the bank. We apologize and will do everything we can to avoid any more slip-ups (the first in ten years, we think). We hope this will not deter our readers from continuing to support the activities of AABL; we ask a modest \$2 per year to help cover the cost of mailing our newsletter.

TRICYCLES -- WAVE OF THE FUTURE?

New technology is being introduced to light weight human powered vehicles as a result of a competition now in its sixth year.

The 1980 Human Powered Speed Championships (HPSC) showed new advances in vehicle design that may foreshadow really new territory for practical transportation. This contest is now held with 3 events: a 200 meter time trial, a one hour race on an oval track, and a 30 km road race beginning with a LeMans type start with the riders off or outside their vehicles.

The speeds achieved in these races are marvelous. Multi-rider vehicles have now broken 61 mph for the short runs and covered 46 miles in an hour. Single-rider versions have hit 56 mph and covered 37 miles in an hour.

With these formidable speeds the one hour and 30 km road races take on new significance, for in these events steering, rider comfort, ventilation and visibility are also important. The running LeMans start also tends to handicap the shoehorn models. An encouraging development is that the new designs have reached a non-specialized stage in which prolonged practice is not needed for good operation. This year the riders of the fastest vehicle, at 63 mph, hadn't seen it before race day!

The day of the 3 hour century ride may not be so far away! The mind boggles at the commuting travel that would be possible in these enclosed vehicles -- given the paths to ride them on safely. The enclosures might also answer some of the weather related commuting problems....

* The information for this note was taken from an article by Mark Wall in the October 1980 issue of Bicycling.

BACK TO THE HILLS

Ann Hunt

A year ago I wrote in rather euphoric terms about the wonderful 5-day bike trip Tom and I took with Vermont Bicycle Touring (VBT). The memory of that euphoria stayed with us through Ann Arbor's dismal snowless winter. Our anticipation of another tour grew through the spring until early June when Dan Meyer, one of our guides from last year, visited Ann Arbor and joined AABL members for a Sunday morning breakfast ride. In spite of the fact that we had known Dan for only 5 days the previous summer, seeing him again was like seeing an old and dear friend. There is a special feeling forged between people who test themselves on those Vermont hills, I guess. After his visit I was raring to get to Vermont. Finally, in late July, we joined VBT once again. Here is this year's report on our summer addiction.

Vagabond IV, a 5-day tour of the "North-east Kingdom," worked out well. This area had a lot going for it.....the standard Vermont scenery (beautiful hills, trees, farms, covered bridges, pleasant country inns, etc.). The helpful tour guides and VBT van - sag wagon came with the package. All this was much like our tour of last summer, with the exception of the weather. After an overcast and muggy first day, we had two days of off again - on again rain. We managed to find shelters (a farmer's front porch, a shed, and a store) during all but one of the downpours, and we rode out the lighter showers. Just as group morale was reaching a low, the sun came out. We had perfect riding weather the last two days.

Other differences contributed to this year's pleasure. We rode up hills with less strain because our bikes had 32 inch low gears, substantially lower than the 38- and 42-inch gears we had last year. We were more comfortable on our new Avocet saddles, and our chamois-lined cycling shorts relieved the chafing problem once we heeded the experts' advice to do without underwear. We were cooler on hot nights using the small oscillating fan which fit into our luggage. It also helped dry our clothes after the rain.

Part of the fun of last year's tour was the element of suspense each day as to what the next inn would be like. This year we stayed in the Old Cutter Inn in E. Burke the first two nights, the Jay Village Inn in Jay on the third and fourth nights, and Seymour Lake Lodge in Morgan Center on the fifth. Spending a second night in an inn was rather nice, and it saved time in the morning because we didn't have to pack up our gear. Jay Village Inn had been one of our stops last year. It has a marvelous swimming pool, great food and very accommodating hosts. They endeared themselves to us by building a fire in their fireplace so that 28 soggy cyclists might dry their shoes on the hearth!

Familiarity with some of the areas gave us added confidence to go it alone on occasion. Last year we always followed the route directions. Here is an example of just how explicit these directions are:
(mileage is at left margin)

- 0.0 Turn LEFT in front of the inn onto Route 242 WEST, ride just 50 yards, and then turn LEFT onto Cross Street, which becomes unpaved for 200 yards at its end.
- 2.0 At the T, turn RIGHT onto Route 105 East, though there may not be a route marker there.
- 4.0 At the Stop Sign, turn RIGHT onto Route 101 South.
- 8.0 At the Stop Sign (in Troy), go STRAIGHT onto Route 100 North
- 12.0 Just before the road goes up a big hill and just before you pass Guay Welding (on your left), turn LEFT onto Cross Road toward Newport Center. (Ride cautiously for the pavement on Cross Road is in poor repair.)

... and so on ..

This year we branched out. On day 3 we devised our own tour from the luncheon site near Lowell to Montgomery Center, where we had enjoyed swimming at a waterfall-fed pool last year. This time a sudden heavy rainstorm forced us to spend our time writing postcards in the general store

(Cont. on p. 4,Hills)

....Hills (cont.)

rather than swimming, but after the rain we had a fantastic ride up Jay Peak. with a neat downhill ending in front of the Jay Village Inn, where we were just in time for dinner. We had fun comparing notes with other riders who had made side trips that day, each of us sharing special discoveries.

It is this chance to ride in relative solitude (if one chooses) and then join others of varying backgrounds who share some common interests that makes VBT trips so ideal for us. Getting together with 25 or more other bicyclists is a lot of fun! Tom and I rode by ourselves much of the time, but when we did ride with other tour members we really enjoyed the company.

Counting our guides Mary and Stuart, there were 11 women and 17 men on Vagabond IV. One wonderful 67-year old gentleman was a strong rider, choosing the moderate or long routes each day. He had taken up cycling for exercise just 4 years ago. Another fellow raced in his spare time. On several uphill he passed us at a great clip. He didn't have lower gears -- just better legs. Solid friendships are formed on bike tours: Two of the fellows, both from Columbus (one in Texas, the other in Ohio!) met on a tour in Europe last year and decided to ride together again. By combining tours, one girl had biked for 12 straight days with VBT by the time she finished Vagabond IV. However, not everyone was this gung ho. A young rider from Manhattan probably spoke for many when he claimed he had come with his friends because he was willing to try anything once.

This year we rode 350 miles in 5 days, going over 60 miles each day. It is important to point out that there was always a choice of a short route of about 40 miles. Since we stayed in some inns twice, it was also possible to take even shorter rides in the vicinity of the inn. We added considerably to our total distance by riding 96 miles the last day. It was a memorable experience. Not only was the weather

beautiful, but the hills were rolling rather than steep as we bicycled from Morgan Center towards Canada, then east to the Connecticut River and south through the river valley. Finally we turned west, riding to Island Pond, and then south to E. Burke and the Old Cutter Inn. We were in time to say good-bye to almost everyone. Next year we'd like to try a 7-day Nomad tour. Somehow 5 days just aren't enough.

+ + + + +

VBT offers fuel saver's specials Here they are:

- 1) Half off the cost of a bicycle rental, if you arrive by public transportation (VBT will pick you up at the airport, bus depot, or train station.)
- 2) Half off the cost of the first two bicycle rentals to groups arriving four in-a-car
- 3) 15% off the tour price to everyone arriving by bicycle from 75 miles or by foot from 20. Just present evidence to the leader in charge of your tour.

Each person is eligible for one of these three specials

For more information on VBT, write
Vermont Bicycle Touring
R.D. 3
Bristol, VT 05443
or call (802) 388-4011

Tours run through October 26.

NEW BIKE MAP WELCOMED

By now you should have received in the mail a handsome new map of bike routes in Ann Arbor and Washtenaw County. It was produced by Tom Pendleton, city bicycle coordinator, and funded by a grant from UATS. More copies of the map can be found in pamphlet racks at City Hall. Both Tom and UATS are to be congratulated on making the maps available.

BIKE AND BE MERRY

Bicycle touring in the Finger Lakes region of New York State offers pleasant country roads, rolling hills, and -- if you are so inclined -- wine tasting. Some excellent New York wines which are not sold in Michigan are made around Hammondsport in the central part of the state. The sloping shores of Lakes Seneca, Cayuga and Keuka are very much like the banks of the Rhine and Moselle in Germany, well suited to growing fine grapes and to bicycle touring. Several wineries welcome visitors and offer tours and samples of their products.

Other attractions of the area include the beautiful new glass museum at Corning, the Cornell campus at Ithaca and Watkins Glen. The State Parks in the area have large and well-kept campgrounds for those who wish to combine camping with bicycle touring.

Most New York State highways have paved shoulders, so that even with moderately heavy traffic they are tolerable for bicyclists. For more relaxed touring, however, send for county road maps and you can find less traveled routes.

If you are interested in planning a bike tour of this beautiful region, you can get more detailed information by calling Reuben Chapman or Jerry Rees.

WRITE!

AABL welcomes "guest" articles in the newsletter. If you would like to share some bicycling experiences or opinions, please send legible copy (handwritten is fine) to Ann Hunt, 3420 Andover Rd., Ann Arbor 48105 by November 1. Include your name and phone number in case we have questions when we type your piece. The next newsletter, our TENTH BIRTHDAY EDITION, should appear in mid-November.

FALL RIDE SCHEDULE

- Sunday, Oct. 5: Pannier Potluck (see p. 1)
- Sunday, Oct. 12: Rain date for Pannier Potluck at Gallup Park 8:30 A.M.
- Sunday, Oct. 19: Ride to Grove Rd. Bike Path (near Ford Lake) and breakfast in a restaurant. Meet at 8:30 A.M. at Farmers' Mkt.
- Sunday, Nov. 2: Restaurant ride to Dexter. 8:30 A.M. at Farmers' Mkt.

Questions? Call Ann Hunt, 761-1147

HURON RIVER BIKEWAY STILL ON HOLD

Have you ridden the new, enlarged bike path through Gallup Park from Fuller-Bonisteel-Glacier to St. Joe's Hospital yet? Funny, neither have we. And for a very good reason: it still hasn't been built. We checked recently with Karl Kleitsch at the Washtenaw County Road Commission concerning the status of this project. He informed us that the plans were drawn up and sent to Lansing for approval over a year ago, and the final right-of-way problem was solved four months ago; then the Federal freeze on construction funds came along to halt further progress.

A decision concerning the level of funding for the Fiscal Year 1981 (Oct. 80 - Sept. 81) for transportation projects should be forthcoming in early October. Once the amount of money is known, the State Transportation Department decides which projects actually get funded, if the money available is less than was requested. If approval is given for the Huron River Bike Path, bids can be requested, and possibly some preliminary work done this winter. Basically, however, don't look for any signs of construction until next spring. And if the folks in Lansing don't like us, it could be even longer!

FULLER - GLEN; WE LOSE

Dave Galbraith

How quickly the loss of Marilyn Thayer begins to hurt! At the Public Hearing last spring on the Negative Declaration, three pairs of possible road alignments were presented and discussed. We noted at the time that the impact on bicycles had been completely neglected. We were, however, promised another Public Hearing at which we could present our concerns before the final alignment was decided upon. It was with considerable consternation, therefore, that we read in the paper one Thursday night this summer that City Council was making its final choice from among the various options the following Monday. No Public Hearing, and no chance even to sign up for public time at the start of the Council Meeting. While there is obviously room for disagreement as to the merits of the approved alignment -- the folks at the Ecology Center appear to like it -- no one should be pleased at the manner in which this decision was rushed through without adequate input from the public.

It is apparently too late now to change anything, but perhaps a listing of one person's points of dissent will at least make the point that there was something to be discussed, and that the city can only lose if such discussion is foreclosed. My major concern is with the location of the bridge over the railroad. The "preferred" option last spring was a single bridge opposite the Fuller Pool, through the middle of the narrow field now used for golf practice. The final location chosen is a pair of bridges farther west, more or less where the present ancient wooden bridge is located. For bicyclists, the former location helped somewhat in breaking up the climb up the Glen Street hill, by moving the first 20 to 30 feet of the climb back about $\frac{1}{2}$ mile. For buses, the more easterly crossing passed closer to the entrance to the new University Hospital (by that same $\frac{1}{2}$ mile), thus probably allowing the bus to let off hospital passengers on Fuller, without the necessity for a time consuming excursion up a side road, or, if the excursion were

made anyway, it would be $\frac{1}{2}$ mile shorter. Perhaps the most important difference, though, would be that the bridge(s), as finally chosen, will impact the river much more drastically. With the present Fuller bridge over the tracks removed, and its approach ramp leveled, one would have had a small, but pleasant addition to Riverside Park (across the river from the present park). As currently planned, the replacement bridge will be longer, higher, and closer to the river, thus deleteriously affecting this park.

So as not to conclude on a sour note, we can report that the Bicycle Coordinating Committee has submitted an excellent plan for added bike paths to be built, or at least provided space, when the Fuller-Glen project is constructed. If this bike path plan is followed, it will be possible to ride from Gallup Park to either Riverside Park or Island Park without intersecting a street. Both off-street paths and widened right street lanes are provided for commuting cyclists. A zig-zag route through the Hospital property cuts down somewhat on the Glen Street grade. We have no assurance that the final plan will indeed follow these BCC recommendations, but there is still hope on this aspect of Fuller-Glen.

EXPLORER POST OFFERS BIKING AND FUN FOR TEENS

Explorer Post 070 has been organized under the sponsorship of the City's Bicycle Coordinating Committee. It is open to young people between the ages of 14 and 20 who are interested in bicycling. The group will ride to Huron Farms for cider and doughnuts on Saturday morning, Oct. 4th, and will have a regular meeting on Tuesday, Oct. 14, at 7:30 PM at the downtown fire station. For more information call Tom Pendleton at 994-2814.

NEW FORMAT ?

This page has been composed on a microcomputer word processing system in an experimental effort to reduce the amount of labor involved in putting the AABL newsletter together. At present we are limited to the type style seen here. Comments on its readability and suitability will be welcomed.

JACKSON - LAKELAND TRAIL

The Trails Advisory Council at its Sept. 13 meeting called for a full report from Department of Natural Resources on the status of the Jackson-Lakeland Trail. The Council, a Department of Natural Resources appointed group, consists of ten members representing all major trail users- including hiking/backpacking, horseback riding, bicycling, motor-cycling, 4- wheel drive vehicles and cross-country skiing. They have unanimously endorsed Jackson-Lakeland. The bicycling member of the group is Lynnae M. Rutledge, 115 E. Riverside, Williamston, Mi. 48895. We hope to have a report on the trail in our next newsletter.

BIKE RACKS FOR SALE !

Two bumper- mounting bicycle racks both used, both capable of holding two bikes when clamped on to a suitable bumper (sturdy). The better one can be your very own for \$10 , the second best one for \$5. Proceeds will go to support future publication of the AABL newsletter. If you are interested please call 761-1147 in the evenings after 7 only .

TED: A used four-bike car top carrier.
Call Lynne Stanich, 761-5959.

SIX BICYCLE TRAILERS AVAILABLE

The market in bicycle trailers has changed dramatically in the last few years. About 6 years ago when we finally decided that we needed one for our family biking activities, we were able to find a Cannondale "Busser" for sale at the dealer's cost. He had nearly despaired of selling his stock. Now a recent issue of Sunset magazine lists a manufacturers producing them.

These carts can be very convenient for the hauling of kids and/or groceries and they do not seriously affect the handling of a normal 10-speed bikeon the flat. The crunch comes on hills when the extra weight can make itself felt in a hurry. A number of club members have used these trailers and can offer testimony to their utility. Below is a list of the six manufacturers as given in Sunset.

----- USABLE FOR KIDS. -----

Bike-a-booze "Cycle Sulks" (\$195)
Bike-a-Booze Mfg.
117 S. Second St.
Sandpoint, Idaho, 83864.

Blue Sky Cycle Cart (\$165)
Blue Sky Cycle Cart
249 Blair Blvd.
Eugene, Oregon, 97402.

Burley Bike Trailer (\$90)
Burley Designs
15 S. Sixth St., Rm. 204 Cottage
Grove, Ore. 97424.

"Busser" (\$190)
Cannondale 35 Fulaski St.
Stamford, Conn. 06902

----- FREIGHT ONLY -----

byKart (\$146)
byKart
Box 8373
Fountain Valley, Calif. 92708

Pelican Bicycle Trailer
Pelican Trailers
15210 Stass St.
Van Nuys, Calif. 91405

AABL Steering Committee member Jerry Rees would like to share the following letter with our readers:

CARL D. PURSELL
20 DISTRICT OF MICHIGAN

COMMITTEE:
APPROPRIATIONS

WASHINGTON OFFICE:
1414 LONGWORTH BUILDING
WASHINGTON, D.C. 20515
(202) 225-4401

Congress of the United States
House of Representatives
Washington, D.C. 20515

DISTRICT OFFICES:
2500 PACKARD ROAD
ROOM 102
ANN ARBOR, MICHIGAN 48104
(313) 971-5760

23 NORTH ADAMS STREET
YPSILANTI, MICHIGAN 48197
(313) 483-2740

14 WEST FIRST STREET
MONROE, MICHIGAN 48181
(313) 241-1010

15271 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154
(313) 427-1081

August 14, 1980

Mr. Jerry Rees
Ann Arbor Bicycle League
417 Detroit St.
Ann Arbor, Michigan 48104

Dear Mr. Rees:

Thank you for contacting me regarding your support for funding for a program to encourage the use of bicycles.

I certainly share your support for such a program. An amendment to the FY81 Transportation Department appropriation bill was offered to add \$10 million to the bill to create a program to promote bicycling. The amendment was defeated, however, by voice vote. Opponents of the amendment argued that \$4 million appropriated for the current fiscal year has not been obligated, and that money is available in other programs for bicycles.

As an avid bicyclist myself, I regret that the amendment was not included in the appropriation bill for the Department of Transportation. Please be assured I continue to support the promotion of physical fitness through exercise and modes of transportation which will save fuel, such as bicycling.

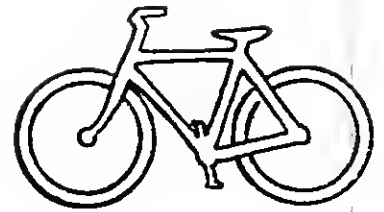
Your interest in contacting me is appreciated. I hope you will continue to keep me informed of your views.

Sincerely,



Carl D. Pursell
Member of Congress
Committee on Appropriations

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 11 NUMBER 1

JANUARY, 1981

A.A.B.L. ENTERS SECOND DECADE

The Ann Arbor Bicycle League was organized in the fall of 1970, and the first issue of this newsletter appeared in early 1971. A tenth anniversary is a good time to look at what has been accomplished and to think about our goals for the next decade.

The overall objective of AABL has been to gain recognition of bicycling as a legitimate form of adult transportation. In 1970 there was no one in City Hall who felt any particular responsibility for meeting the special needs of bicyclists. City ordinances were not clear on the rights and responsibilities of bicyclists, and there were no safety education programs either in the schools or

for the general public. AABL has addressed these needs and on balance has been fairly successful, although much remains to be done.

The means by which our goals were to be reached were a bond issue to provide funds for bicycle facilities, and a Bicycle Coordinating Committee, bring together city officials and citizens to air problems and find solutions. The first accomplishment was formation of the BCC, which has worked hard and successfully since 1972, culminating in the hiring of a full-time coordinator last year. The bond issue, for \$800,000, was passed in 1973 and made possible a good start toward a city-wide network of bike paths and lanes. Discussions are now underway on the need for additional funds to complete the network and provide other facilities.

Efforts to encourage ongoing safety education have had only limited success. A few

HURON RIVER PATH STALLED AGAIN

We have been reporting periodically for the past three years that a path along the Huron River from the Arboretum down to St. Joseph Hospital was about to be constructed. We think that the people who have told us this were acting in good faith, but it now appears that someone at a higher level has decided not to release the money for the project. It is very hard to tell where decisions like this are made; we hope to be able to report in our next issue who is responsible and what we may be able to do about it.

school principals have encouraged safety programs, but much still needs to be done. Some progress has been made in making police officers more aware of the problems of bicyclists and of the need for better enforcement of bicycle-related laws. At AABL's initiative, a bicycle was provided for the Police Department's use, but it is used only sporadically.

AABL members have attended many public hearings and meetings of official bodies to represent the interests of bicyclists. We have tried in this way as well as by publishing and distributing widely our newsletter to keep the needs of bicycle transportation before the public. Although the number of really active members is relatively small, we believe we speak for a large and growing number of people who use bicycles for transportation.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

SOME THOUGHTS ON SIDEWALK BICYCLE PATHS

We recently received a copy of a long and thoughtful letter sent to Reuben Chapman in response to a newspaper column on sidewalk bike paths. The author is Arthur Wolfe, Associate Research Scientist with the Highway Safety Research Institute. With his permission, we are printing some excerpts. After describing some of the hazards of riding on sidewalk bike paths, he says, "...Another safety problem is ...the possible collision of bicyclists and pedestrians. I was cycling downhill at about 15 - 20 mph on the Huron Parkway sidewalk bike path between Hubbard and Glacier, and I rang my bell as I approached a pedestrian walking ahead of me along the right side of the narrow old path (5 feet wide), a procedure I have successfully followed in overtaking pedestrians hundreds of times in the past few years. Suddenly, just as I was about to overtake her on the left, she moved left across the paved area to the grass, and I was not able to avoid a collision. We both went down, and apparently I hit the ground or something with substantial force because I got up with a sore cheek which later proved to be a broken cheekbone which cost almost \$2000 to repair. I was wearing my Bell helmet, and it appears that the edge of the helmet is what fractured my cheekbone in three places. But I assume that, if the force was great enough to fracture my cheekbone with the helmet on, it could have caused much worse consequences without a helmet. Fortunately, the young lady did not seem to have any serious injuries, so we both proceeded, cautiously and somewhat shaken, on our respective ways. I didn't even have the presence of mind to exchange names and addresses....."

After weighing the pros and cons of sidewalk paths, Art concludes that on such roads as Washtenaw, Fuller, Packard, Stadium, Eisenhower, Huron Street and Huron Parkway, he prefers the sidewalk even though he must travel a little slower at intersections. He goes on to propose some guidelines for safe travel on sidewalk bike paths which he (and AABL) feels should be included in traffic safety education programs:

- 1) Motorists should give the right of way to bicyclists crossing on sidewalks just as they should to pedestrians, and when waiting to turn they should frequently check both approaches to the intersection for oncoming bicyclists or pedestrians.
- 2) Bicyclists should exercise special caution at intersections and visibility-obstructed

BICYCLE COORDINATOR: FIRST YEAR

This year was the first with a full-time professional working primarily on bicycle concerns (up to ten percent of his time was spent on the City's carpool program). Therefore the most important event of the year was the hiring of the Bicycle Coordinator. Thomas S. Pendleton started work on August 20, 1979. The basic purpose of this position is to coordinate the City's various bicycle concerns, especially those of other Departments, as well as to instigate and supervise programs handled exclusively within the Bicycle Program itself. Ann Arbor has over 40 miles of bike routes, and an estimated 70,000+ bicycles. City Council has stated the desire to convert more traffic to bicycles and to make it safer for everyone at the same time. This is the basic charge of the Bicycle Coordinator.

Goals & Objectives were adopted by the City's Bicycle Coordinating Committee in September. The five major goals were in the fields of safety and education, preservation of existing facilities, development of new facilities, compliance with government mandates, and encouragement of cycling. Evaluation of the success of reaching these Goals & Objectives was scheduled for the fall of 1980.

Adequate parking is a major concern of bicyclists. A parking garage facility was opened in the old Fire Station on July 12, 1979 and operated until September 14. Although promising at first, the construction and renovation at the Station made the parking unattractive to many, and use declined as construction increased. It was decided not to concentrate bicycle parking efforts in large, isolated locations in the future, but to provide the best we could, scattered as need demanded. In order to determine which racks would be most suitable, we started a project unique in the entire country: all feasible, commercially-manufactured rack designs were installed at the same location (Community High School). The racks were carefully evaluated, including extensive surveys of bicyclists, preparing for a report to be issued in November, 1980.

Much time was spent guiding the development of new bike routes, especially the Huron Valley Bikeway and the Washtenaw Avenue bike route extension. There was also involvement in the ongoing City work on Platt Road reconstruction and the Fuller/Glen

driveways, recognizing that even though they have the legal right-of-way motorists may not see them. It is essential to make eye contact with a waiting motorist before passing in front of him/her.

3) Pedestrians have the right of way on a sidewalk bicycle path, and bicyclists should always be prepared to stop for a pedestrian.

4) Bicyclists should conform to the Michigan Vehicle Code by equipping their bikes with a warning bell or horn.

5) Bicyclists should generally stay toward the right on a sidewalk bike path, except when overtaking a pedestrian or another bicyclist, and should always stay right to pass an oncoming bicyclist.

6) When bicyclists approach an oncoming pedestrian who is traveling on his/her right side of the sidewalk, they should stay to their own right and pass the pedestrian cautiously, being prepared for any sudden change in pedestrian direction.

7) When bicyclists approach an oncoming pedestrian who is not traveling on his/her right side of the sidewalk and who does not move to this right side, they should move left and pass the pedestrian very cautiously, being prepared for any sudden change in pedestrian direction.

8) When bicyclists approach a pedestrian traveling in the same direction on the sidewalk right, they should slow down (maximum 10 mph), sound a warning by bell and voice, and overtake the pedestrian cautiously on the left, being prepared for any sudden change in pedestrian direction.

9) When bicyclists approach a pedestrian traveling in the same direction but on the left side of the sidewalk, they should slow down even more (almost to the pedestrian's speed), sound a warning by bell and voice, and overtake the pedestrian very cautiously on the right, being prepared for any sudden change in pedestrian direction.

10) Pedestrians should generally stay toward the right side of a sidewalk bike path, except when overtaking another pedestrian, and should continue in a straight line on the right when meeting oncoming bicyclists and pedestrians or being overtaken by bicyclists or pedestrians.

11) When a pedestrian is not on the right side of the sidewalk when he/she sees or hears a bicyclist approaching in either direction, he/she should continue straight on his/her present course unless there is ample time to move to the right side.

BIKING RESOURCES AVAILABLE

Ann Arbor's Bicycle Program, headed by Coordinator Tom Pendleton, has been busy producing printed material which will be of help to bicyclists. Among the items available are a bumper sticker which says "Watch for Bikes", a very attractive map of bicycle routes in the city and county, and a series of leaflets on the following subjects: You and the Law; Proper Left Turns; Racing; Locking your Bicycle; Commuting by Bicycle; Tricycling; Autumn Cyclist; Winter Cyclist.

Any of these items is available in literature racks in the City Hall lobby or by calling Tom's office, 994-2814.

Also available from AABL are several publications, such as an excellent study of the different brands of bicycle helmets on the market, done by the Washington Area Bicycling Association; a survey of all the commercial bike racks, published by the Santa Clara Valley Bicycle Association; and a survey of all the bike shops in Ann Arbor with a list of the brands of bicycles they sell, comparative prices, repair services offered and evaluated. Bikecentennial publishes an excellent catalog of books about bicycle touring, maps and other useful resources. For information about any of these, call Jerry Rees at 663-1150.

BIKE THEFTS UP

The Ann Arbor Police Department reports that in the past year 722 bicycles were reported stolen, as compared to 582 the previous year. The estimated value of the stolen bikes was \$140,508, as compared to \$77,524 the year before.

12) When sidewalk bike paths are available on both sides of a road, it is generally safer for bicyclists to use the sidewalk on the right side (with traffic) and for pedestrians to use the sidewalk on the left side (against traffic). This reduces the hazard to bicyclists at intersections, and it ensures that bicyclist-pedestrian interactions will at least take place when moving in opposite directions when they should see each other.

Art's letter goes on to discuss some other bicycle safety issues which we will summarize in a future issue of the newsletter. We would be glad to print comments from other readers about their experience as bicycle commuters.

COORDINATOR

project. Spot improvements were researched and recommendations made, such as at the intersection of Glen and North Hospital Drive, as well as curb-cuts around the City. A Federal Highway Administration grant for \$24,713 was approved for installation of parking racks around the City, resurfacing of certain railroad crossings, and the straightening of some bikepaths. This work will commence in the fall.

Existing facilities are regularly being reviewed and inventoried, with many spot improvements made, especially in the way of sweeping and snowplowing. Thirty intersections had bicycle traffic counts made, under agreement and funding from UATS, to continue the project they had started the previous year. After several years we should be able to discern clear trends from these counts.

A \$20,000 grant for a bicycle-use promotion campaign was received from the Michigan Energy Administration in a state-wide competition. This funded our first Bicycle Patrol, trained people who biked about the City correcting bicyclists' errors and handing out information, as well as helping bikers with problems. The grant also paid for several publications in trying to encourage more use and safety. These included a series on the "Pedal Pool", matching novice and experienced bike commuters, posters, and various Tips for Bicyclists. The Tips sheets included Winter Cycling, Locking, Commuting, and Adult Tricycling. UATS paid for the direct expenses in producing 5000 copies of the "Bicyclists' Map of Ann Arbor/Ypsilanti Urban Area & Washtenaw County, Michigan". Actual printing of the map occurred in August, 1980, but much time was spent by the Bicycle Coordinator in preparation during the spring and summer before.

In order to try to prevent accidents it is necessary to understand what types of accidents are occurring and why. Review of all police accident reports has become an ongoing process. Additionally, an accident report form was developed and distributed to the three area hospital Emergency Rooms for accident victims to tell us of the circumstances, thus yielding information on non-motor-vehicle accidents.

Education is necessary to prevent accidents and encourage bicycling, so considerable

The Hertz Corporation has reported the results of its yearly survey of the cost of owning a car; it costs 18 percent more to own and operate a new car this year than last. For a subcompact, the cost is 38 cents per mile, for intermediate size 44 cents, and for full-sized cars a hefty 48 cents per mile. Think about that the next time you drive downtown and go around the block a couple of times looking for a place to park.

time and effort was expended on this topic. In addition to the publications and Bicycle Patrol mentioned above, several presentations were made to school groups and others in the City. Three special events occurred in the spring: Bike Expo in March, Earth Day in April, and Bike Week in May. Each generated considerable interest and good media coverage, thus reaching far beyond those who attended. The Expo was particularly successful, as the first of its kind in this area; it attracted over 450 people for a one-day display of bicycle equipment and programs. There were at least two editorials and five articles or pictures of our Bicycle Program efforts in the Ann Arbor News during the year, and acceptance of this new effort has been high. There have also been a number of radio presentations.

Perhaps as a result of the publicity, a number of citizen complaints, problems, or comments have been received. The great majority of these have been investigated and satisfactorily resolved - particularly those concerning sweeping, potholes, signs, or other relatively simple matters. Some have concerned construction and are being filed for action when funds for such work become available. In many cases the citizen's reaction has been one of appreciation of having a place to refer such problems and someone to attend to them.

Finally, one of the biggest impacts of the Bicycle Coordinator in the long run is the input on new development plans. All such plans are circulated through various City Departments for comment, and the Bicycle Program is on the list. Several developers have agreed to bicycle parking or other improvements after having the deficiencies pointed out as a result of this review process; isolated segments of sidewalk/bikepaths are also constructed this way on occasion. Eventually this effort will result in a strong contribution towards making bicycling more feasible and attractive in Ann Arbor.

There has been quite a bit of media attention on the establishment and subsequent removal of protected bicycle lanes in midtown Manhattan. Besides a short news item and Colman McCarthy's column in the AnnArbor News, you may have seen Time Magazine's Essay in the Nov. 24th issue.

Lest people become confused, here is an explanation of the real meaning of these events, based on data supplied by Larry Reilly, NYC Bicycle Coordinator:

1) Since 1978 there have been painted bike lanes on Sixth and Seventh Avenues for several miles through the heart of New York City. The lanes were 4 feet wide, next to 8-foot parking lanes on the left side of these one-way streets.

2) The transit strike in April, 1980, brought an estimated 250,000 bikes into use in the city. Mayhem ruled. Stronger police enforcement was ordered by Mayor Koch, long a bicyclist and bicycle-supporter in Congress.

3) After the end of the strike, thousands of people continued to commute by bicycle. The accident rate stayed high. Three pedestrians were killed by wrong-way cyclists. Counts were made at selected intersections in August, long after the strike. At one sample intersection, the total number of bicyclists passing through in 12 hours was 708. 80% were going the correct way. 68% were using the bike lane. 52% of the lane users were going the correct way, leaving 48% biking against traffic. (Check that math - Ed.) Something had to be done.

4) To deal with these "killer bicycles" and other traffic problems, an experiment was tried. For about 15 blocks of Sixth and Seventh Avenues parking was eliminated along the left side, in keeping with city policy of discouraging onstreet parking; a 6-foot bike lane was established with a 4-foot asphalt and concrete barrier 5 inches high dividing it from motor vehicle traffic. An intensive safety education program hit the media at about the same time. The barriers were never finished, but the majority of them were installed by mid-October. A traffic count early that month showed the highest intersection with 1090 bicycles in 2 hours.

5) The barrier lanes were to be evaluated after six months, in the spring. The slogan sign-posted along the way was "Use them or lose them."

State laws passed in 1980 which are of interest to bicyclists are as follows:

CALIFORNIA: State agencies which have parking facilities under their authority must provide bicycle parking in such facilities.

RHODE ISLAND: Create a joint legislative commission to study the use of bicycles as an alternative form of transportation.

VIRGINIA: Eliminates the requirement that bicyclists use a bicycle path rather than the roadway if a path is available.

WISCONSIN: Must provide bicycle racks at all State buildings;

Repeal requirement that bicyclists must use bicycle path rather than roadway if path is available.

Meanwhile, Congress has failed to appropriate any funds for the Bicycle Grant Program which had been authorized in earlier laws, and here in Michigan, the DOT and most counties and cities still blithely ignore the law requiring a five-year plan for spending 1% of gas tax receipts on nonmotorized transportation.

6) On November 6th, the intersection highest in October was recounted and found to have 1046 bicycles in 12 hours, a drop of only 4% (the temperature dropped more than that!) The same intersection sampled in #3 above had 741 users, an increase since August of almost 5%. 93% were going the correct way, 82% were using the bike lane, and 79% of the traffic in the lane was going the correct way.

7) Complaints came into the Mayor's office, obviously from "important, powerful" sources. On Friday, November 14th, 29 days after the barriers were essentially finished, they were removed (in one day, at a cost of \$100,000.) Now the lanes are the same as before: 8 feet of parking and 4 feet of bike lane.

Conclusions: the data show that bike traffic counts were up, traffic law compliance was up and accidents were down. Therefore the barriers were no longer needed. As stated in #4 above, the barriers were an experiment, to see if they would benefit traffic flow and safety. They clearly did, and in one month, not the six that had been expected---so they had made their point. Once an experiment has been successful it is no longer necessary to continue it; it is time to go on to other experiments. So the barriers were removed. Nothing could be more logical. (If you do not follow this, you have probably never lived in New York City.)

A WHEELMAN BY ANY OTHER NAME. . .

We note that the national bicyclists' organization, the League of American Wheelmen (L.A.W.) is undergoing a rather strenuous internal debate concerning its name. Two objections have been raised to the current name: the word "Wheelmen" implies to some that women are excluded (which isn't true), and these days, few people know what a "Wheelman" is, anyway. The January issue of "American Wheelmen", the L.A.W. journal, contains a lengthy discussion of possible alternative names. It suggests that the new name should contain a word describing the organization's membership (Cyclist, Bicycle, Bicyclist), a word describing its territorial coverage (American, National, United States), and possibly a word labeling the type of grouping (League, Association, Organization). Furthermore, it is felt desirable that neither the name or initials resemble too closely any other prominent bicycle-oriented organization.

Obviously, the best solution would be one in which the initials themselves immediately identify the organization as being involved with bicycling. The present initials, L.A.W., suggest some sort of police agency, or possibly a lawyers' organization. There could be some benefit in this, since when hassled by the gendarmarie, one can now whip out a card identifying oneself as a dues-paying member of L.A.W. The effect would probably be greater, however, if the bicycle wheel in the L.A.W. emblem were replaced by one or more firearms of some sort. But on the whole, we would prefer something more obviously relevant, such as B.I.K.E. Unfortunately, that looks like a hard set of initials to fit into any reasonable name. The K is particularly difficult; the only word of even remote relevance seems to be "Kinetic". So, we might come up with something like "Bicyclists Involved in Kinetic Efficiency". But somehow, that doesn't quite seem to do the job. Switching to C.Y.C.L.E. or B.I.C.Y.C.L.E. eliminates the K, but makes for an awfully long name, and that Y doesn't look too promising, either.

Since it appears unlikely that we can come up with a usable name which provides an obviously bicycle - related acronym, the Ann Arbor Bicycle League would like to put forward another possible name: we suggest that the League of American Wheelmen change its name to the American Association of Bicycle Lovers. This name contains the three ele-

BIKE EXPLORERS PLAN CAMPING TRIP

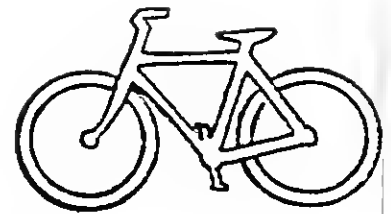
Explorer Post 070, sponsored by the City Bicycle Program, is planning a week-long bicycle camping trip to northern Michigan this summer. The dates tentatively chosen are June 20th to 28th. If you know a young person between the ages of 14 and 20 who would like to participate in this activity, please ask them to call Tom Pendleton at 994-2814 or Jerry Rees at 663-1150.

ments (American, Association and Bicycle) discussed above, and is much less restrictive than, for example, American Association of Bicyclists. That last word, Lovers, may be an embarrassingly accurate description of some members' attitudes toward their vehicles. Yet, in the more general sense, Bicycle Lovers (sexy, but totally non-sexist) is a term which can include not merely those who actually ride a bicycle, but also the many fine persons who, for whatever philosophical reason, support bicycling and believe that everyone (else) should ride a bike, but are never themselves seen on one.

It might be objected that the initials for American Association of Bicycle Lovers are already identified with a prominent, if somewhat regional, bicycling organization. We believe that the many advantages of A.A.B. . greatly outweigh this one disadvantage (and if this presents too much of a problem, we could be persuaded, for a small consideration, to change our name). First, we note that A.A.B.L. (pronounced "able") carries an image of health, which one readily associates with bicycling (a healthy activity, leading to A.A.B.L. bodies). Second, it allows the organization to gain a place near the front of the phone book, where folks can find it quickly. In fact, A.A.B.L. might come right after A.A.A., the Auto Club, thus putting these two major transportation groups side by side. And last, but certainly not least, A.A.B.L. projects a very positive "can do" image. At this time, when environmental advocates, including bicyclists, are so often labeled "negativists", it certainly doesn't hurt to accentuate the positive. We are sure that our own impressive list of accomplishments would be much briefer had we chosen to identify ourselves as the whining "Wheelmen of Ann Arbor" (W.A.A.) or perhaps the bored "Bicycle League of Ann Arbor" (B.L. ^ A.) We therefore speak with the benefit of experience as we strongly recommend that the L.A.W. become A.A.B.L.

Dave Galbraith

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 11 NUMBER 2

MARCH, 1981

IT'S BIKE - A - THON TIME

Mark Sunday, May 3, as a day to save for the Ecology Center.

The Bike-a-thon committee, under the able direction of Wendy Wilson of the Center, is hard at work planning ways to increase rider and sponsor participation. An innovation this year is a drawing for two bicycles. One, a BMX dirt bike, has been donated by Ann Arbor Cyclery. The other, a Ross 5-speed, has been donated by Kolin's Cycling Center. For every 10 sponsors a rider is eligible for one card in the drawing.

The committee is planning a special bicycle display for Saturday, April 25th, during Farmers' Market hours as publicity for the bike-a-thon. People with unusual bicycles will gather on the grassy area at the Community High School parking lot. If you have a neat bike you'd like to show, or know of one, give Wendy a call at 761-3186.

The Bike-a-thon time (12 - 5 PM), routes (city and county) and cosponsors (AABL, AABTS, AA-Washtenaw R.E.A.C.T.) are the same as last year. We need your help in early April distributing posters and brochures, and on May 3rd manning checkpoints and sagwagons. Call Wendy Wilson at the Ecology Center, 761-3186, to lend your support.

BIKE EXPO CELEBRATES SPRING

BIKE EXPO! A day-long celebration of the arrival of spring and good biking weather will be held at Community High School, across from Farmers Market, on Saturday, March 14th. Some of the activities will be:

Movies about tours, racing, Dutch and English bikeway systems;

Roller races to test your skill and fitness;

Displays of bicycles and equipment from local bike shops;

Demonstrations of carts and carrying devices

Books and maps for sale;

Refreshments, of course;

Child care available;

Swap shop, bring usable bike parts and equipment to sell or exchange;

Organizations describing their activities;

People to talk to, who are knowledgeable and enthusiastic about bicycling.

EXPO will be open from 10 AM to 6 PM. A small admission charge (25¢) will help sponsoring organizations to defray expenses. BIKE EXPO is organized by the Bicycle Coordinating Committee and coordinated by Tom Pendleton. If you have questions, call Tom at 994-2814.

"FOR THE REST OF OUR LIVES, WE MUST GET USED TO A WORLD THAT IS SHORT OF OIL."

TRB, New Republic Magazine

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

FULTONS' CROSS-COUNTRY TREK

Mary Fulton is an avid commuter and recreational bicyclist who was a charter member of AABL. Although she and her family now live in Portland, Oregon, she has stayed in touch with AABL members, riding with us when she returns to Ann Arbor for visits. This past summer Mary and her husband, veterans of many organized bike tours, decided to strike out on their own. On June 19, friends drove them north to Mt. Vernon, Washington so that they could avoid the ash (residue from Mt. St. Helens) still blowing around Portland. From there they biked 2500 miles in 6½ weeks through mountains and plains and midwestern countryside. Here are some notes from Mary about the trip.

Bicycling across the U.S. and Canada...what would it be like? We decided to go on our own, just my husband Jerome and me. It was our first self-planned tour. We wondered about the stress on a marriage with such enforced intimacy, but we felt that we agreed on important details, such as food choices, money and time available, past experience, etc. We saw only two large groups touring (6-8 people) and wondered how they managed to get along. Most bicyclists we met were alone or in couples, so others must share our decision.

The Mountains. We started in Mt. Vernon, Washington, following the Skagit River into the North Cascades. We did a lot of camping along Washington Route 20 of necessity since part of the highway is protected from commercial development. Once east of the Cascades, we were in tourist areas of the Okanogan Valley and British Columbia which provided a wealth of overnight accommodations. If we were to repeat any part of our trip it would be this segment, perhaps combining Canada Route 3 (The Crow's Nest Highway) and Washington Route 20 for a two - three week round trip. Overall the roads were good and the shoulders generous; the scenery was spectacular; and much of the auto traffic was vacationers who seemed inclined to share the road willingly. Nevertheless one needs to be especially careful near logging trucks and wide loads.

The Plains. We pedalled across the plains of Alberta, Saskatchewan, and a little of Manitoba and North Dakota. When we reached the Rocky Mountain Trench, we considered going north to Banff and Jasper and taking

a train across to Winnipeg or Thunderbay, then biking south to the U.S. We decided to follow our original plan to pedal all the way. On the Plains we had good roads, but some major road construction, some very hot days, and more cross winds that we needed. We did enjoy the push of some strong tail winds as we went east. We became expert in predicting food supplies at a distance: the first thing perceptible on the horizon is the grain elevator(s). They told us a lot about the towns. The tiny speck on the horizon would remain the same size for a long period of pedalling -- then gradually the size would increase. If a town had only one elevator, there was

probably no more than a gas station with a pop machine; if two elevators, a general store; if three, maybe a coffee shop; and if there were water towers, it had to be a big town. We did find some excellent food in these small towns.

The Midwest. Minnesota was the only state or province that openly admitted (on road signs) that there were no shoulders along certain roads. We admired them for this. Having friends in White Bear Lake, we came close to Minneapolis; we found the increase in traffic plus its speed and impatience of drivers to be discouraging and perhaps dangerous. If one can avoid big cities, one should. We had our only two non-biking days in Minnesota, hiking along the St. Croix River and tubing on the Apple River in Wisconsin. It was a good change of pace and a chance to be reacquainted with the Trebatowskis.

In Wisconsin, we especially enjoyed the Bikeway from Sparta to Elroy: the long tunnels, converted to bike use from railroad use, made us really appreciate the old saying "to see the light at the end of the tunnel." The length of the bikeway is a state park and the \$1/day use fee is worth it. There were many other cyclists enjoying the motor-free, graded-incline path which is maintained very well for our use. (There were a few hikers, joggers, and backpackers too.)

Illinois offered badly repaired state road excellent, quiet county roads; good Amish food near Arcola; and more friends in Charleston. From Charleston, it was a short 50 miles to Terre Haute where our children and parents waited for us.

On March 8, as this newsletter goes to press, we'll be celebrating a double birthday for Effective Cyclist Reuben Chapman and City Bike Coordinator Tom Pendleton. We can't help but remark on the coincidence that these two men, both with full-time careers concerned with bicycling in Ann Arbor, share the same birthday.

(Reuben's bicycle delivery service was featured in the March issue of Bicycling magazine.)

MORE BAD NEWS ON HURON PATH

The bike path along the Huron River from Ann Arbor to Ypsilanti, which was designated as the top priority for nonmotorized projects by UATS four years ago, has received another setback, this time apparently by the State Highway Department. Although the money was to have been provided by Federal road funds, the State seems to have the power to rank the projects using those funds, and they now tell us there is no more money for us (but plenty for the new roads around the General Motors plants in the Detroit area.) Efforts will be made to find other sources of funding, but chances of any progress this summer are slim.

TEAM UP ON A TANDEM

Scott Badgley is organizing a ride for blind and disabled people in this area. Although this kind of ride has been a success in California, this will be the first time it has been tried here. Seven tandem owners thus far have expressed interest in at least trying; anyone not yet contacted and who is interested should call Scott at 761-2482. His plan is as follows: Several one-on-one short rides to acquaint, try-out and condition each team at their convenience, then an organized ride of possibly 5 miles depending on abilities.

This is not intended as a re-occurring ride but as an occasion once or twice a year. Scott has had a paraplegic on his tandem. I can foresee a possible future for a person like this as captain with a blind stoker, neither capable of riding a single bicycle but together they could ride a tandem.

Do you sometimes get turned off by these folksy promotional letters you get, which were put together by a computer? We received one the other day which was addressed to "Ann A. Bicycle League" and started out "Dear Ms. League...."

Appropriately, we do have an indispensable member named Ann, who in fact runs a computer for us. Our mailing list has been typed into the Hunt family's shiny new Apple computer, which obligingly churns out mailing labels when we ask for them. We certainly hope that this does not project an image of AABL as a giant bureaucracy which needs a computer to manage its affairs; nothing could be further from the truth.

AABL's activities are organized by a relatively small and informal group which we call a Steering Committee. It is open to any interested bicyclist who is willing to work. You can show your interest by coming to our breakfast rides and offering to do exciting things like peeling labels off of computer printouts.

If you want to help us promote safe bicycling in Ann Arbor, become a sustaining member by sending \$2 or more to the address on page 1. We welcome short written comments or stories for the newsletter; let us hear from you.

Recently-active members of the Steering Committee include Reuben Chapman, Dave Galbraith, Magda Herkhoff, Ann Hunt, Tom Pendleton, Jerry Rees, Tina Beyer Smith, Haldon Smith, and honorary members Carol Chaney and Mary Fulton.

BREAKFAST RIDE SCHEDULE

You are invited to share the very pleasant Sunday morning breakfast rides which have become an AABL tradition. Rides will be held on alternate Sundays starting at 8 AM in April and May, and at 7:30 AM in June, July and August. All rides leave from the Farmers Market on Detroit Street. In April and May we will ride to a restaurant in a nearby town; in the summer months we will bring food and ride to a nearby park. The rides are for people of all ages and will be at a leisurely pace. For more information, call the number listed for each date below.

April 12 and 26 (663-1150)

May 10 and 24 (761-1147)

June 7 and 21 (662-5175)

July 5 and 19 (971-5448)

August 2, 16 and 30 (any of the above)

September 13 Annual Pannier Potluck

MORE THOUGHTS ON SAFE BICYCLING

4

FOLLOWUP ON BIKE TRAILERS

are continuing to summarize the comments from Art Wolfe which we started last issue. Some of his suggestions may be controversial; we welcome your reactions and will print them next time.

Some Suggested Actions for the Improvement of Bicycling Safety and Mobility

- 1) The prohibition against wrong-way bicycling on streets and in bicycle lanes should be strictly enforced.
- 2) The prohibition against bicycling on the street at night without a forward light and an adequate rear reflector should be strictly enforced.
- 3) The legal requirement that a bicycle be equipped with a bell or horn should be encouraged by bike shops and enforced by the police.
- 4) Consideration should be given to changing the law which requires bicyclists to stop at stop signs to one requiring bicyclists to yield to other traffic at stop signs; this yield requirement should then be strictly enforced.
- 5) Consideration should be given to permitting both bicyclists and pedestrians to cross a street against a red light as long as this can be done safely and without interfering with traffic having the right of way, and this non-interference requirement should be strictly enforced.
- 7) Persons involved in bicycling should explore whether there is a need for bicyclists to carry bicycle liability insurance, and if they find such a need they should explore means to make such insurance available and to encourage bicyclists to purchase it.
- 8) The provisions of the Uniform Vehicle Code and of the Michigan Vehicle Code prohibiting bicycling in the street "where a usable and designated path for bicycles is provided" should be rescinded; rather bicyclists should have the option of choosing the bike path or the roadway except on freeways, and high-speed bicyclists should probably be actively discouraged from riding on bike paths which are shared with pedestrians.
- 9) The legal rules for a right turn hand signal should be modified for bicyclists and motorcyclists to permit extension of the right arm straight to the right as an alternative to the standard right turn hand signal for motorists, since this is the natural motion for a cyclist and should not cause any ambiguity in meaning.

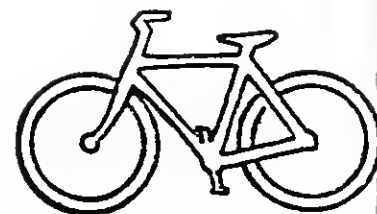
We reported on the expanding bicycle trailer field in our September newsletter, listing six trailers then available. This month we call your attention to an article in the March issue of Bicycling: "Bring it All Back Home -- A Buyer's Guide to Bicycle Trailers." Two bicyclists have tested and evaluated the six trailers previously listed (Bike-A-Boose, Blue Sky, Burley, Cannondale Bugger III, ByKart and Pelican) as well as a cheaper version of Bike-A-Boose, called Bike Buddy. In addition to the text they have included an easy-to-read chart listing the trailers, manufacturers' addresses, prices, weight, dimensions and other info.

The article also describes six new trailer models which should be available soon and lists the suppliers.

Judging from the number of inquiries we have had since Ann Arbor's Bike Expo last year, there is quite a demand for these trailers. (One parent was so desperate for a used bugger that when she saw Ann Hunt's bike and bugger parked near University Hospital last spring she left a note beseeching Ann to let her know when that bugger would be for sale!) The trailers do seem to be expensive, the cheapest one which can carry children costing close to \$150, so it is understandable that many cyclists try to find used ones. Unfortunately those of us who have them don't want to part with them, even after the kids are grown; they're too useful for trips to the store. If you have a trailer you'd like to sell, bring it to Bike Expo on March 14 at Community High. The chances are good that you'll find a buyer.

- 10) Bicyclists should be encouraged to wear adequate crash helmets at all times (although this practice would be easier to encourage if such helmets were not so expensive-- substantially more costly than larger motorcycle helmets).
- 11) Bicyclists who travel on busy streets should be encouraged to use orange vests, pennants, slow moving vehicle emblems, etc. to increase their visibility to motorists; and they should be encouraged to use rear view mirrors to increase the visibility of motorists to themselves.
- 12) Bicyclists should be encouraged to follow the state law which prohibits the dangerous practice of carrying things in one hand while cycling; rather the use of appropriate carriers, baskets, or backpacks should be encouraged.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 11, NUMBER 3

MAY, 1981

SPRING!

A round of special events has been planned to welcome Spring and encourage everyone to get out and ride a bicycle. The events are summarized in the next column; here are the details:

A course in basic bicycle commuting will begin on Saturday, April 25 and continue for four Saturdays. Led by Tom Pendleton, both classroom instruction and on-the-road experience will be offered. Topics will include selection of bicycles and equipment, adjustments and minor repairs, riding techniques and rules of the road. Call Tom at 994-2814 for more information.

An opportunity to see unusual bikes and unicycles, give small children a ride in a Bugger trailer, and ride a Slickerton folding bicycle will be offered at the Rare Bike Roundup at the Community High School parking lot, across Voigt Street from the Farmers Market. On display will be the two bicycles to be given away at the Ecology Center Bike-a-thon the following week.

The Optimist Clubs have had a special interest in promoting bicycle safety for many years. Both the Breakfast and Noon Optimists will conduct safety inspections and competitive skill tests on April 25th. One is at Pioneer High School and will offer trophies for winners of skill tests in each of three age groups from grades one through eight. The other will be at the UM bus barn behind Chrysler Arena and is cosponsored by the Insurance Women of Washtenaw County.

Guides are needed for the tours of Hidden Places (see the listing for May 2nd). They will have an orientation session at 1 P.M. on April 25th. Call Al Gallup at 994-2045 or 662-1559 if you can help.

The everd-winning movie "Breaking Away" will be shown at Angell Ball Auditorium A on Saturday, April 25. There will be three showings at 7:00,

(continued on page 3)

SPRING BICYCLING EVENTS

April 25th, Saturday	
9 A.M. - 12 Noon	<u>Basic Bicycle Commuting Course, Teppan School</u>
9 A.M. - 1 P.M.	<u>Rare Bike Roundup, Community High School</u>
10 A.M. - 2 P.M.	<u>Safety Inspection and Rodeo, UM Bus Barn</u>
12 Noon - 2 P.M.	<u>Safety Inspection and Gymkhana, Pioneer H.S.</u>
1 P.M. -----	<u>Tour Guide Orientation, Community B.S.</u>
7, 8:45, and 10:30 P.M.	<u>"Breaking Away", Angell Ball Auditorium A</u>
	<u>\$2 for adults, \$1 for children</u>
April 26th, Sunday	
8 A.M. -----	<u>Breakfast Ride, Farmers Market to Dexter.</u>
May 1st, Friday:	<u>NATIONAL BICYCLE DAY</u>
5 P.M.	<u>Rally, Liberty Plaza.</u>
May 2nd, Saturday	
9 A.M. - 12 noon:	<u>Swap Shop and Flea Market, Community High School.</u>
9 A.M. - 12 noon:	<u>Maintenance drop-in clinic, Farmers Market.</u>
10 A.M. - 12 noon:	<u>Tour to Hidden Places. Leave from Community High parking lot.</u>
May 3rd, Sunday	
8 A.M.	<u>Grape Century, Farmers Market.</u>
12 noon - 5 P.M.:	<u>Ecology Center Bike-a-thon, Farmers Market.</u>
May 8th, Friday:	<u>"Breaking Away", Michigan Theater 2, 4, 7, 9 P.M.</u>
	<u>\$2, \$1 kids.</u>
June 6th, Saturday:	<u>WORLD BICYCLE DAY.</u>

For more information about any of the above events call the City Bicycle Office, 994-2814.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

THE ROLE OF BICYCLES IN NIGERIA --
An interview with Hel Smith recently
returned from 6 weeks in Nigeria

2

"It's quite clear to me that Nigerians are having a love affair with the automobile - they drive them whenever and wherever they can." Hel has spent considerable time in the capital city of Lagos and Port Harcourt, a major port (important during slave trade days and the recent civil war) about 400 miles east of Lagos. He continued his graphic description - "One just doesn't walk in Lagos if a car or taxi is at all feasible because there aren't any sidewalks and the streets are filled with cars. The roadways are lined with market stalls, junk, construction debris and all manner of discarded motor vehicles." It seems that intrepid Nigerians risk going on foot, but not foreign businessmen - and even Nigerians do not risk life or limb by riding bicycles in the cities. Of course, Nigeria is an important oil producing country, so why not? Gas is \$1.30 a gallon, but this is comparatively cheap in their inflated economy (Hel's hotel room was \$90 per night). There are no U.S. model cars in these two cities that Hel could see. He saw mostly Japanese, French and Italian cars. He did note that there was an extensive city bus service - Mercedes Benz buses - and that it appeared to be used to overflowing - literally. He viewed these sights from one of his Nigerian business partner's cars complete with driver (the norm for professionals in Nigeria). Hel concluded that wherever there were roadways, there were cars.

Meanwhile, back in the bush - there aren't any paved roads and there are lots of bicycles. The Niger River delta is a huge area of mangrove swamps, river, islands and sand flats only accessible by boat. Hel left the relative luxury of Port Harcourt for one of the major delta islands, Bonny, where the site he was studying is located. The island is triangular, one side fronting on the Bonny River, one side on the Gulf of Guinea and the third side is impenetrable mangrove swamp. Bonny Town, a community of about 4,000, is the hub of this

island's activity. Boats from Port Harcourt bring produce and other goods to this island. From here they are distributed to the fishing villages along the two beach sides by boat and bicycle.

"The bicycle is clearly a serious transportation mode in this out-of-the-way area. I saw only adult males pedaling bikes - occasionally a woman passenger, but definitely no children riding." Hel continued, "Bonny Town and the surrounding area have about 12 miles of paved roads and perhaps two dozen vehicles including 2 buses. A popular way to go from one end of town to the other is by bicycle taxi. The passenger sits sideways on a rack on back that has been enlarged by the addition of two wooden sticks extending from the back of the rack. For 10 kobo per ride (1 kobo equals 2 cents) one can be taxied around town."

The bikes are standard Raleigh touring bikes, one or three speed. "They're black and look well used," Hel stated. "I saw a lot of bike shops in town, just small stalls, tin roofed with all kinds of parts hung around them. I didn't see any locking devices on the bikes parked about markets and businesses." The major employer on the island is Shell Oil Co. which maintains a huge oil tank "farm". Their property has paved roads across it and a paved connector to Bonny Town. "At 5:30 p.m. there's a real bicycle rush hour along the road from Shell to Bonny Town," Hel continued, "but the really interesting phenomenon was the number of bikes parked in a shed at the edge of the Shell property. The surrounding jungle has only narrow, sandy, badly rutted foot paths, so many people in the far villages walk through the jungle, pick up their bike and ride into town."

The seaside of Bonny island has a 25 mile long beach of hard-packed sand. Hel said that this was a veritable bicycle highway. Produce brought in by boat is distributed to the small fishing villages along the beach by bicycle. Hel saw bikes carrying enormous loads along this

(continued on page 3)

Cartoon Panel from a Nigerian Newspaper "The Punch"



natural highway. "Everything is delivered this way, I guess, because I was offered a cold beer at the most remote village one steamy day (this part of Nigeria is 4 degrees north of the equator)," Bal said with remembered delight. "Nobody hustles too fast in that part of the world," Bal continued. "One day we were collecting some water samples and a middle-aged man was slowly pedaling along the beach. He was distracted by our activities and slowed his pedaling to the point where he fell off his bike," Bal laughed. "This lack of hustle can be frustrating when trying to do business," Bal lamented. "You come back maybe tomorrow" is the standard response.

Back in Port Harcourt preparing to leave Nigeria, Bal saw more bike route signs than stop signs. He said, "That puzzled me because they were along a six lane highway, but apparently local cyclists weren't confused since there were none on this road. A few blocks to either side of this highway there were lots of bicycles, but no signs." Bal shrugged and smiled, "Nigeria really was a foreign country to me, so different and so interesting."

SUNDAY BREAKFAST RIDES

Sunday Breakfast Rides will leave Farmers Market at 8 A.M. on May 10 and 24, and at 7:30 A.M. on June 7 and 21, July 5 and 19, and August 2, 16, and 30. Everyone is invited to share these very pleasant morning rides. For more information, call 761-1147, 663-1150, or 771-5448.

There were some unusual features of our April 12th breakfast ride. We divided into two groups, with group 1 leading out to reserve seats at the Old Town Restaurant in Ypsilanti. Group 2 was stopped by rain (!) at the Pantry, where they enjoyed a wedding anniversary celebration complete with champagne and flowers. Congratulations to Bal and Tina Smith as they celebrate the first of many anniversaries. We can't promise rain and champagne for all our rides, but come anyhow --- you never know what we may find to celebrate.

You can help promote safe and pleasant bicycling in Ann Arbor by becoming a sustaining member of the AABL. Send two dollars or more to the address on page one of this newsletter. Written contributions for the newsletter are welcome; if you have concerns about bicycling, or an experience you would like to share with other bicyclists, write us a letter.

SPRING! (continued)

8:45 and 10:30 P.M. Admission is \$2 for adults and \$1 for children.

On Sunday morning, April 25, AABL will have its second breakfast ride of the season. Meet at the Farmers Market at 8:00 for a ride up the river to a restaurant in Dexter. These rides are for the whole family including small children in trailers.

On Friday, May 1, you can celebrate National Bicycle Day, the coming of Spring and the joys of commuting by bicycle, all by coming to Liberty Plaza, the small park at the corner of Liberty and Division. There may be a distinguished speaker or two, refreshments, and a chance to meet other commuters. After a short rally, groups will leave to bike toward home together.

Events planned for Saturday, May 2 include a swap shop and Flea Market. Bring used bikes, parts and accessories to the Community Bigb Parking Lot to sell or swap. Also planned is the first of a series of bicycle maintenance drop-in clinics at the Farmers Market. You can bring in a bike for a checkup and learn to do minor repairs, or stop by even without a bike just to watch or ask questions.

A high point of the week will be the tours planned by Al Gallup. You will discover little-known places of beauty or historical interest within bicycling distance of down-town. Al is a life-long resident of Ann Arbor with an unusual fund of information about the community (Gallup Park is named for his father.) The tours will leave the Community Bigb parking lot every 15 minutes between 10 A.M. and noon on Saturday. There will be two routes, one 10 miles and one 7.5 miles, biked at a leisurely pace. Maps will be available, with a 25-cent donation suggested.



The big event for Sunday, May 3rd, is the Ecology Center's annual Bike-a-thon from Noon to 5 P.M. (Energetic early risers can take part in the Grape Century, a hundred-mile ride leaving Farmers Market at 8 A.M. Call Tom Rymanowicz, 663-1604 or John Downey, 668-8757, for information.) The Bike-a-thon offers an in-city tour of 11 miles and a county route of 28 miles. Leave from Farmers Market or other checkpoints listed in the brochure, starting any time from 12 noon to 4 P.M. on the city loop or before 2:30 P.M. on the county loop. Pick up a brochure at the Ecology Center, the Ann Arbor Public Library, City Hall or area bike shops. Get as many sponsors as you can to pledge money --- it's for a good cause. Proceeds are a major source of funding for the Ecology Center. The Bike-a-thon also benefits AABL, the Ann Arbor Bicycle Touring Society and the Citizens Band Emergency Group. Don't forget the two giveaway bikes: a Ross five speed from Mike Kolin's Bik Shop, and a BMX Cyclap Pro from the Ann Arbor Cyclery... every 10 sponsors signed up earns the rider another chance at one of these bikes. The drawing will be held towards the end of the Bike-a-thon at 4:15 that same afternoon.

To: The AABL Newsletter

As a bicyclist who commutes 15 miles a day to and from work in all seasons of the year, I would like to respond to some of the comments by Mr. Arthur Wolfe which appeared in recent issues of the newsletter.

Mr. Wolfe's big mistake was to ride a bicycle on Ann Arbor's worthless system of sidewalk bicycle paths. It is far safer to ride in the streets with the cars and trucks in any season of the year.

Since I do share the roadway with motor vehicles, and city law permits me to do so even when bike paths are provided alongside the roadway, I have an obligation to obey all local traffic laws and ordinances. I feel it would be inappropriate to make certain exceptions to these laws as Mr. Wolfe suggests.

There is no local ordinance requiring a bell or horn on a bicycle. The trinkets sold on the market don't make enough noise to be heard in heavy traffic, anyway. One's vocal chords can produce far more decibels.

There is a local requirement for a light visible from the front and at least a red reflector visible from the rear of a bicycle during the hours of darkness. Unfortunately, all bicycle headlights on the market are grossly inadequate in enabling the bicyclist to see potholes in the street at night soon enough to avoid all of them. I needed something better, since my ride to work each morning is before daylight, especially in the winter. I ended up making my own light using a PAR-36 sealed-beam halogen lamp supported under my chin by means of a webbed collar hooked around my neck, and connected by cable to a rechargeable Ni-Cad battery carried in my backpack. Also, a red light visible from the rear is attached to the back of the collar and wired in parallel with the front light. The halogen lamp emits 25,000 beam candlepower. The whole device goes into the backpack after daybreak.

As pointed out in Mr. Wolfe's comments, city ordinance is at odds with state regulations on several items regarding bicycles. The courts, however, are tending to favor local regulations when conflicts of this nature are addressed.

Gordon J. Kennady

PROPOSED BIKE ROUTE CRITERIA AND JUSTIFICATIONS

by David Galbraith

Future bicycle facilities should be aimed primarily toward those people who presently are not very bicycle oriented. We will have gained very little if we simply ease the way for those who already make heavy use of the bicycle. In so far as bike routes are concerned, we must recognize that the overwhelming majority of people who do not currently do a lot of bicycling would prefer to ride on separated, off-street bike paths. It may not always be possible to satisfy this demand, but failure to try will doom us to the present inadequate level of bicycle usage. This will hold true whatever the cost of gasoline, since personal safety is more important to most of us than money. Propaganda campaigns are unlikely to eliminate the pervasive feeling that bicycles are unsafe in traffic; "Effective Cycling" courses reach only those who have already decided to try to ride in traffic. A dramatic increase in bicycle usage can be brought about only if there is available a widespread, well publicized network of off-street paths plus auto-free streets, supplemented by bike lanes in those places where neither of these facilities is feasible. Arguments over the relative safety of bike paths and lanes compared to on-street riding are irrelevant, since the off-street routes are perceived as being safer by the people we need to reach. In fact, newspaper articles, etc. denouncing bike paths and bike lanes as unsafe are clearly detrimental to the cause of increased bicycle usage, since they simply serve to convince non-bikers that there is no safe place to ride a bicycle.

Thus, wherever it is possible to do so, we should insist upon separated bike paths (Class I), preferably on each side of the street. They should be at least 8 feet wide, and 10 feet wide where only a single path is provided (i.e. one side of street only, or through a park.) In areas of heavy usage, an additional 2 feet of width would be advisable. Obviously, these widths will not always be feasible, but they should be held as a goal. Conditions which may force consideration of alternatives other than separate bikeways are:

- a) Lack of money
- b) Lack of space
- c) Frequent intersections (cross streets)

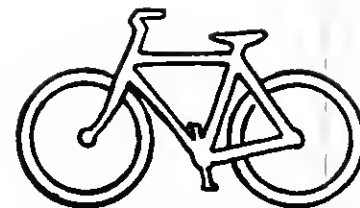
- d) Heavy pedestrian traffic, with no space to provide separate walkways
- e) Heavy pedestrian cross-traffic, as in downtown business areas

In the downtown area, it is possible to provide separate bikeways, despite the above limitations, by closing selected streets to automobile traffic. In residential areas, where streets carry low volumes of relatively slow traffic, separate bike paths are not terribly necessary. However, even here, the existence of a separate path will encourage more people to bicycle. Thus, if funds are available, separate bike paths should be built. An example might be a new development, where the developer could be required to furnish the paths as part of the site plan. Where possible, such residential area pathways should be placed well away from the streets, and landscaping should be used to eliminate street - bikeway intersections.

Where separated bike paths are not feasible, major thoroughfares should be provided with bike lanes. These do not really satisfy the timid potential cyclist, since bicycles and cars can quite easily cross the painted line. However, they do satisfy the demand by both motorists and bicyclists that a separate designated space be provided for bicyclists. The motorist has reasonable assurance that so long as he stays out of the bike lane he won't be in danger of hitting the bicyclists, and the bicyclist knows that while he is in the bike lane he cannot be accused of hindering faster traffic. Bike lanes should be at least 4 feet wide. If adjacent to a parking lane, the minimum width should be 5 feet. An additional foot of width is desirable to allow bikes to pass one another within the lane. Along higher speed streets (35 mph or more), an additional foot of width is highly desirable.

Designating a street as a bike route accomplishes nothing for safety on that street; however, such signing may alert bicyclists to an alternate, low-traffic route of which they would otherwise be unaware. For this reason, such signed street routes may be useful in encouraging bicycle usage. In order that this function be served, however, it is necessary to make sure that all such signed street routes are indeed on low-traffic side streets.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 11 NUMBER 4

DECEMBER, 1981

ELEVENTH BIRTHDAY FOR A A B L

The Ann Arbor Bicycle League was organized eleven years ago this month. One of the first of a new generation of politically active bicyclist groups, our early objective was to work closely with elected officials and agencies to gain recognition of the bicycle as an integral part of the transportation system. To that end, we helped revise the city's bicycle ordinance to clarify bicyclists' rights and responsibilities, worked to obtain safe and convenient bicycle parking, and began planning a network of bicycle routes including marked street lanes, separate paths, and shared use of sidewalks where this seemed the safest alternative.

A successful campaign for an \$800,000 bond issue in 1973 made it possible for a large part of that network to be constructed. Through our efforts the Bicycle Coordinating Committee was appointed by the Mayor and became our official link with City Hall. The ambitious program mapped by this group called for professional staff, and in 1979 Tom Pendleton became the city's first full-time Bicycle Coordinator. Much remains to be done before bicycles are fully recognized as an alternative to the automobile, and AABL intends to continue working toward that goal.

To celebrate our eleventh birthday, the AABL Steering Committee is having a potluck supper at the home of Tom and Ann Hunt at 5 PM on Sunday, December 6th. If you are interested in coming, call Ann at 761-1147.

IN THIS ISSUE

- Page 2 An update on projects of the City Bicycle Program: U. Hospital, lockers at City Hall, improved lane markings on Fifth Avenue.
- Page 3 Thoughts on Christmas presents for bicyclists by Tina Smith.
- Page 4 A great five-day ride across Michigan, and a Great Lakes Bicycling conference.
- Page 5 Fuller Road improvements, progress on Washtenaw path, and a new helmet.
- Page 6 Ecology Center Christmas cards and other goodies.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, MI 48104

FIRST CLASS MAIL

UPDATES ON PROJECTS CONDUCTED BY THE CITY OF ANN ARBOR BICYCLE PROGRAM

Tom Pendleton

The University Hospital Bicycle Commuter Promotion effort was underway during August and September. The purpose of this program is to convert 500 auto commuters into bicycle commuters to relieve the parking congestion created when several hundred auto parking spaces were eliminated. Following this promotional effort seventy-seven hospital employees participated in a six-hour course in bicycling skills (maintenance, emergency maneuvers and the like). One popular aspect of the program has been the distribution of buttons to existing bicycle commuters stating "I GOT HERE BY BICYCLE - go to work on it!".

The City of Ann Arbor Bicycle Program announces the availability of secure bicycle parking racks for installation in the downtown and other areas of the City. Hitherto, any business wanting bicycle parking had to purchase and install it completely at their own expense. Under this new arrangement, the City will pick up half the cost of such purchase and installation. The racks must be of a type acceptable to the City and available for general public use. Funding is being provided through a grant from the Federal Highway Administration. Racks and lockers have recently been installed at City Hall. The lockers can be rented for \$35/year through the City bike office. New racks have also been installed at the Michigan Department of Social Services on Stadium Blvd.

Look for bicycling on the City's Community Access Channel from now until Christmas. A series of thirteen videotapes on different aspects of bicycling, produced by the City of Ann Arbor Bicycle Program, is being aired on Ann Arbor cable channel 9 on Tuesdays at 5 PM and Wednesdays at 7 PM. Topics are diverse, covering commuting, touring in China, racing, antiques, and safety for children and adults. The broadcasts will be repeated in the spring.

COUNTY ROAD

Plymouth Road, formerly M-14, from Ford Road east to the Wayne County line is to be turned over to the County Road Commission by MDOT. In the process it is possible that paved shoulders can be added which would greatly improve the road for bicyclists. However, public support is needed to make this happen. If you would like to see Plymouth Road improved for bicycling, write to the Washtenaw County Road Commission, 555 N. Zeeb Rd., Ann Arbor, MI 48103.

LEFT TURN LANE FOR BIKES

Have you seen the new lane markings on Fifth Avenue at Packard? There is now a special left turn lane for bicycles, just to the right of the turning lane for cars. It should relieve a hazardous situation at the corner where cyclists must move from the far right-hand lane of Fifth across traffic to the outbound Packard bike lane. Tom Pendleton, City Bicycle Coordinator, has been working closely with traffic engineers to improve lane markings around the city, and this is his latest project.

PRESENTS OF MIND

For the bicyclists on your gift list there are a lovely lot of goodies to put under the tree.

At the bike shops that I sampled, the first mentioned item was a BELL HELMET! (\$38-\$40). It may not warm the heart, but it sure is good for the head. A nifty, homemade gift certificate would be appropriate if the helmet is to be a surprise because it's best to have the head with you upon purchase to insure a perfect fit.

The shops then quickly suggested lights. The SCHWINN LE TOUR generator set (\$19.98) has an excellent beam. The UNION (\$18) also is a fine light. If you need to see as well as be seen, a generator light is the best choice. But if you're biking around well-lighted streets and primarily need to increase your visibility, you might want to choose the WONDER battery light (\$7 plus a battery at \$2.25) With a battery light you'll want to include a REAR REFLECTOR (\$1.25).

Bike locks are a thoughtful present. CITADEL and KRYPTONITE (both \$30) are tops. The kryptonite lock includes an insurance policy for up to \$250 against bike theft if the lock is cut.

Cold, slushy winter weather need not chase bicyclists off the roads. Consider a set of easy to attach FENDERS (a real clothes saver at \$17). SHOE COVERS (\$27) are really neat - fur lined vinyl booties. A slit in the sole permits cleated bike shoes to keep contact with the pedals and regular shoes will be well protected. And, for those of you who hate to give up the feel of the open road, a really great gift is the RACE MATE, a stationary bike with a fan unit to simulate riding the road (\$145). The faster you pedal your Race Mate the more wind resistance you generate - terrific for building endurance for a big spring cross-country bike tour. While thinking of bicycle trips - maybe to a warmer clime - a really handy item is a car rack. The ADJUST-A-PORTER (\$26.98) is a dandy - holds two bikes and fits securely on the trunk of all cars manufactured since 1977.

Other bike accessories worth noting are:

- CANNONDALE WATER BOTTLE (\$10) - velcro attached for easy off and on.
- ECLIPSE BAGS - handlebar bags (start at \$27) or seat bags (\$12).
- DIACOMP BRAKE WRENCH SET (\$11) - two wrenches that will meet most cyclists' repair and maintenance needs.
- ZEPHAL-HP PUMP (\$17) - when the need arises, this is the best alternative.
- MIRICYCLE REAR VIEW MIRROR (\$8) - mounts on the brakelever and is very helpful when negotiating traffic.

Stocking stuffers abound:

- REFLECTORIZED TROUSER BANDS (\$1.39)
- TIRE GAUGE (\$2.98)
- CYCLOMETER (\$3.29 or \$5.50 for the resettable one)
- PATCH KIT (\$1.35)
- INNER TUBE (\$3.50)
- CAN OF OIL (\$2)

Reading is a great pleasure on long winter evenings so don't overlook the possibility of giving a book. The local book stores have a plethora of bicycle books - from straightforward "how to" books to marvelous compendia of bicycles and cycling lore. Prices range from \$8 to \$25. For ideas, we've included the Ann Arbor Public Library bibliography.

HAPPY HOLIDAYS
TINA SMITH

PEDAL ACROSS LOWER MICHIGAN IN JUNE!

Tom Pendleton

Every state seems to be getting big, cross-state tours, ranging from Oklahoma's 10 days to Delaware's 6 hours (round-trip). Michigan was early in the field, with DALMAC running every August from Lansing to the Mackinac Bridge. That tour, however, is long and fairly strenuous. Some people felt we needed something like the original mass cross-state tour: RAGBRAI (Register's Annual Great Bicycle Ride Across Iowa) - a big, family affair, with minimal regimentation and maximum enjoyment for everyone.

Well folks, PALM is it!

Running along AYH's Stagecoach Trail (mostly) from Lake Michigan to Detroit, PALM (Pedal Across Lower Michigan) is scheduled to take from June 21 to 26. No day's mileage should exceed 50, and the cost should be minimal as well. People can join and leave as they wish. Children are welcome (preferably with adults). Here is a major achievement event for the whole family. Furthermore, if they want to, kids and parents can bike all day and not have to see each other until night! There will be evening entertainment such as folk singers and square dances. Overnights will be as you wish: camping at selected sites or on your own in motels. Meals will be purchased from stores and special deals (such a club and church sponsored spreads). Sag service and repairs will be available.

PALM has already been endorsed by 4-H, AYH, the League of Michigan Bicyclists, and the Michigan Bicycle Interest Coalition, among others. Chief planners include Sally Janacek (Michigan Department of Education's Bicycle Consultant and long-time hosteler), Tom Pendleton (Ann Arbor Bike Coordinator and organizer of previous tours), and Pete Lagerway (former Assistant Bike Coordinator for Ann Arbor and long-distance tourer). We need more help; please volunteer.

For more information, write PALM, PO Box 7161, Ann Arbor, MI 48107. Include a SASE to save costs and speed reply!

GREAT LAKES BICYCLE CONFERENCE, DEC 3-5

Last November there was a national meeting of bicycle program specialists at "Pro-Bike 80" in Asheville, NC. Over 300 people involved in bicycling gathered to study and discuss what was and was not happening in bicycle developments around the country and elsewhere. This group will meet again in 1982, in Boulder, Colorado. For the rest of this year there are to be regional meetings. One has already been held in the Northwest, in October and another, the Great Lakes Bicycle Conference, will be held in New Buffalo, Michigan in December. This gathering of bicycle program specialists and others involved in bicycle-related work will draw from the six-state federal region and beyond, including Ontario.

Speakers will be discussing bicycling in relation to government, industry, and their own experiences. One feature will be a presentation on bicycle trends in the 80's, based on findings from a major industry study recently completed. There will be numerous workshops, as well as evening "show and tell" sessions for individuals to talk about their local programs and problems. Suggested workshop topics range from BMX racing to cross-state trails, from data collection (accidents, thefts, traffic volume) to help for local advocacy groups, from facilities to fitness.

It is not too late to register and the cost is very low: \$45 for registration, six meals, and two nights lodging! If anyone is interested in more information or a registration form, they should call Tom Pendleton, the chairman of the Conference Steering Committee, at 994-2814 during business hours.

FULLER ROAD GETS MINOR BIKE IMPROVEMENTS

As part of the major Fuller/Glen Project, so often described in these pages, a minor improvement for bicyclists has already been completed. Fuller Road east of the major project (between the Huron River bridge and the entrance to North Campus at Bonisteel Blvd.) has been resurfaced and widened. As part of this improvement, a 4-foot wide paved shoulder was added to the south side, leading from the bridge sidewalk eastward and continuing beyond Bonisteel nearly to the VA Hospital entrance. In conjunction with bridge repairs needed to prevent washout, the City also paved about 200 feet on the west approach to the bridge, leading directly onto the sidewalk on that side.

Bikers coming down Glen and crossing the railroad bridge no longer need to cross Fuller Road when the bikepath ends in order to continue to North Campus or Huron High. They can, if they wish, bike along the dirt path in the grass for about 300 feet, then pick up the new pavement for about 1/2 mile as mentioned above. For those heading to the VA Hospital, Huron Towers, Huron High, Gallup Park and beyond, this may be quite a benefit. One may still cross Fuller at the same old spot, use the north side bikepath, and cross back at Bonisteel. We feel that achievement of even such relatively minor victories as this route choice is made possible by having a bicycle coordinator in City Hall: someone at the right spot at the right time to be sure these pieces are created and fit together. Thanks to Tom Pendleton for being on the ball.

PROGRESS ON WASHTENAW PATH

Extending the Washtenaw Bike Path eastward from Manchester to Pittsfield Blvd has been a top local priority for several years. Last week the project moved a step closer to construction as the Nonmotorized Committee of MDOT gave final approval to the design. The path will go through the new park to be developed on the County Farm, then continue along Professional Drive to Huron Parkway, back to Washtenaw and on to Arborland.

Art Wolfe stopped by the other day to show us his new Bailen Bucket helmet. It is lighter than the Bell or MSR, and has the advantage that one size can be used for all ages from 10 years up. He has arranged to purchase a quantity of these at a special price of \$29.50; if you are interested in buying one, call him at 668-6835.

We also received a note from David Meyer about a new venture he is undertaking with Dennis Lowe, called Multigear. It is a special order service which offers to deliver quality cycling gear directly to your door. If you want to learn more about this new service, call David at 996-9643.

AABL NOSTALGIA ----

(Meet at Farmers Market
at 8 AM, ride to
breakfast at a nearby..
.....)

The Ecology Center's
1981 Holiday Cards are
now on sale. They're
wonderful! See
enclosed flier for
details.



ANN ARBOR ALIVE

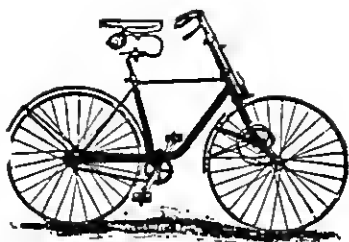
The Ecology Center of Ann Arbor has just published "Ann Arbor Alive: The Ecology Of A City". The 105-page paperback, written by Michael J. Caduto and Lori D. Mann and illustrated by Judy Zatsick, covers a broad range of topics - the urban forest, solid waste, transportation, energy. It can be purchased (\$6) at the Ecology Center, at Farmers Market on Saturday mornings, and at selected stores. Proceeds support Center programs. Call 761-3186 for more information.

BIKE-A-THON UPDATE

Ann Hunt

Pledges from the Ecology Center's May 3 Bike-a-thon approached the \$10,000 mark, and Bike-a-thon riders managed to collect about 85% of that figure. Each year AABL, as well as the Touring Society and the Citizens Band Group, cosponsor this event, but the bulk of the planning is carried out by the Ecology Center Staff. I would like to see the planning work load shifted to the volunteers so that Wendy Wilson of the Center does not have to spend so much of her staff time on fund-raising. Are any of you AABL readers willing to help plan the 1982 Bike-a-thon, scheduled for Sunday, May 2? Give me a call at 761-1147 if you can contribute time, ideas, ANYTHING. We need to start working by late January.

This newsletter is published by the steering committee of the Ann Arbor Bicycle League. You can help us promote safe bicycling in Ann Arbor by becoming a sustaining member of the League; send a check for \$2 or more to the address on page one.



Bicycle of 1876. Leslie's

Bicycling

A selected list of materials in the
Ann Arbor Public Library

February 1981

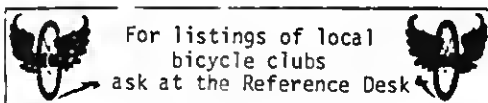
General Handbooks

- Aigner, Hal et al. The Clear Creek bike book, 1972. 796.6 C1
- Alth, Max. All about bikes and bicycling: care, repair, safety, 1972. 629.227 A1
- Ann Arbor City Planning Commission. Plan for solving circulation problems, 1977. 388.4 An OV Ref also
- Ballantine, Richard. Richard's bicycle book, 1972. 629.227 Ba
- Bennett, Margaret. Biking for grownups, 1976. 796.6 Be
- Call, Frances. The practical book of bicycling, 1973. 796.6 Ca
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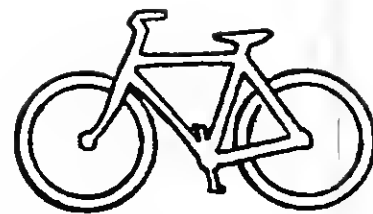
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A publication of the Reference Department

Compiled by Ruth Haldeman, Reference Librarian

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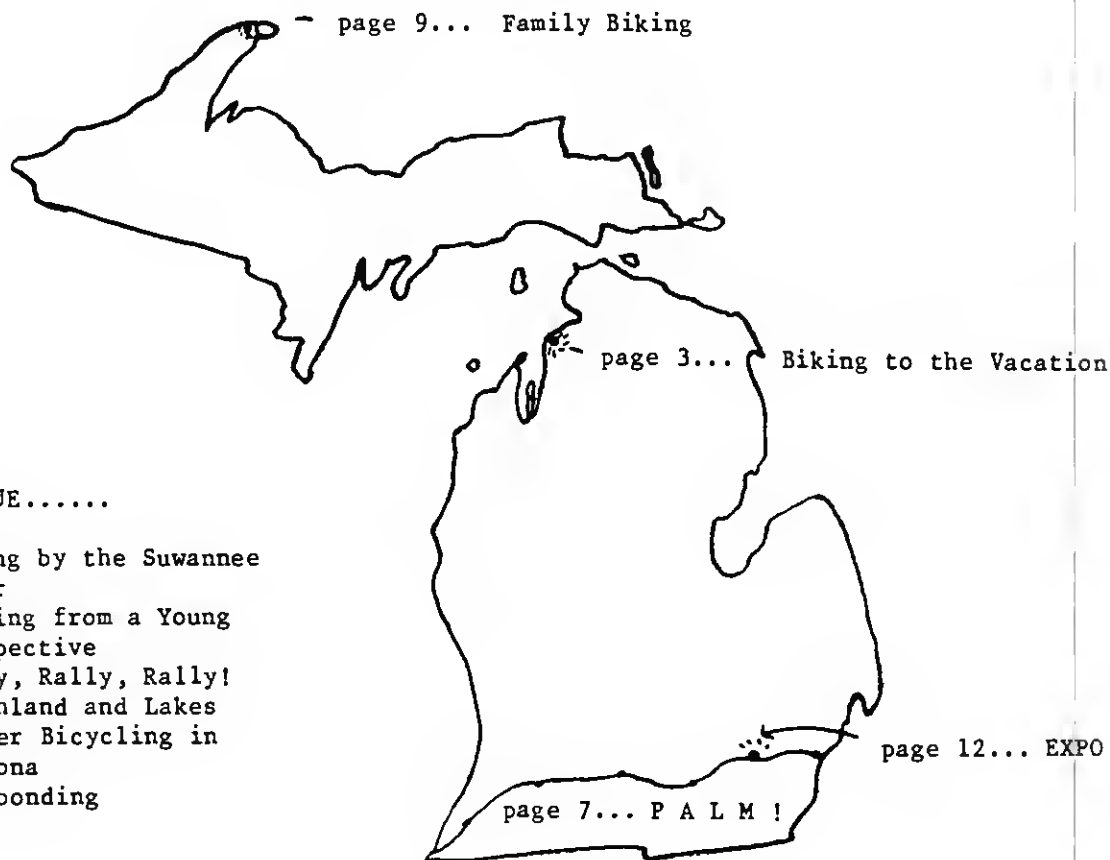


ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 12 NUMBER 1

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SPECIAL TRAVEL ISSUE



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Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

FIRST CLASS MAIL

BICYCLE TOURING ON THE SUWANNEE RIVER

Carol Rees

From Michigan, the prospect of bicycle touring sunny Florida in midwinter was irresistible. So we decided to join a group of sixteen other bicyclists for a six-day, 300 mile tour in the back woods and swamps near Gainesville, Florida. Six days with 50 miles each day would be a challenge, but we thought we could keep up. We arrived on December 26, just one hour too late for dinner: fried alligator tails which the tour leader had cooked as a special holiday treat. It later turned out that most of the cooking was done by the leader, David Bearl, a college student and bicycle racer. Each day brought some new culinary masterpiece, including great loaves of home-baked bread which he had prepared ahead. Since all meals were picnic style, this made it all the more remarkable. David became eloquent when telling of the delights of roast possum (like roast pork, he said), but we were not sorry when he did not catch a possum until the very last day when it was too late to cook it before we left.

The other bicyclists in our group had also come mostly from the frozen states of the north: Wisconsin, Michigan and New York. To our dismay the first morning was so frosty that I wisely decided to leave my thermals and my flannels on under my blue jeans. We set out in mittens and scarves for Yankeetown, a formerly fashionable resort on the Gulf coast. Our excellent tour maps revealed that Yankeetown was 75 miles away, rather than the 50 or so we had counted on. Even though the days averaged 50 miles, they ranged from 6 miles (the day we traveled by boat in the Gulf) up to 75. By 11:00 we had reached the first sign of civilization since breakfast, a small general store with hot coffee and room for several frozen bicyclists.

By noon the sun was out, and we were ready for a picnic lunch with David's famous soup, tabouli, and bread. Then we started out again, through the deserted swamp where there were no billboards, restaurants, or other tourist amenities. This part of Florida has few towns, and those we passed through were mostly fishing villages or resort areas that had had their day in the 1920's. Everyone passed by me on their bicycles shortly after lunch, and I assured the sag wagon that I would make it. (I really wasn't that sure, but I knew I hadn't come to Florida to ride in the truck!) For over ten miles I did not see anything except the road, sky, and the swamp beside me ... not another bicycle, person, house, car, or even another road ... and no sound except that made by my own bicycle and an occasional bird. Beautiful but scary.

The next day we rode to the boat dock in Yankeetown and went by fishing boat to Cedar Key, accompanied by three curious dolphins who jumped into the air beside the boat. After the first day, the tour seemed to be all downhill, and we waved the sag wagon on as we bicycled 50, 60, or 65 miles each day. We stopped at several of the clear warm springs that flow into the Suwannee River, and we stopped at the Stephen Foster museum. Some days we even took off our mittens and jackets and enjoyed the sunshine. And each day we were amazed by this flat land of swamps and forests decorated with mistletoe and Spanish moss that we would never have seen if we had not come by bicycle.

IDEAS NEEDED FOR EVENTS ON HURON RIVER DAY

For the third year, a special day is being planned by the Huron River Coalition to celebrate our favorite river. Past events have included canoeing, medieval jousting, roller skating, and a photography contest. The date for the event is set for Monday, July 5th, and ideas are being gathered by the co-chairs of the group, Vern Hartenburg and Eunice Burns. They are hoping that many organizations and individuals will take part, both to have fun and to create interest in preserving a major environmental asset -- the Huron River.

Bike routes along the river are by far the most popular in the area, so it is appropriate that a biking event be a part of the celebration. If you would like to help organize such an event, contact AABL or call one of the co-chairs. The phone numbers are 994-2780 for Vern, 663-3763 for Eunice, and 663-1150 for AABL (after March 1st).

Each summer for the last thirty five years my family has vacationed in the Charlevoix area. In recent years, with gasoline shortages and my increased interest in cycling, I have thought about getting to our vacation cottage without using fuel.

Last summer I finally planned and succeeded in riding three hundred and fifty miles in five days from Ann Arbor to Charlevoix, with overnight stops in Lansing, Mt. Pleasant, Houghton Lake and Kalkaska. It was an easy, enjoyable trip on little traveled, smooth country roads. I rode solo and stayed in motels each night. The success of the ride was due to using DNR map routes (available at Community News), considerable advanced planning and my ride schedule.

The first day I rode from Ann Arbor to Lansing by way of Dexter Trail, a beautiful rolling road, to Mason, then north to Lansing. This was seventy two miles and a little long for the first day. I found that the excitement and apprehension of the ride sapped my strength. The next day I was more relaxed and developed a rhythm that made the succeeding days much easier. The ride schedule that I followed was to get up early and be on the road at first light of day (6:00 a.m. in July), ride twenty to thirty miles and then eat breakfast. After breakfast I would continue the trip and usually be where I planned to spend the night by about noon. The early schedule has the advantage of cool temperatures, very little wind, light traffic and, hopefully, fewer drunks; it also avoids late afternoon thunder storms that are common in the summer.

The second day was the longest (ninety six miles). I left Lansing by Turner Road, a surprisingly rural road that starts just north of the Capitol. The ride was through flat bean fields travelling a little west and then north through Fowler to Alma and Mt. Pleasant. I had a great breakfast in a friendly bar in Fowler. A pattern of riding now became apparent and made it easier for me to plan my estimated time of arrival. I discovered that I was averaging twelve miles per hour including breakfast and rest stops. That pattern continued for the remainder of the trip. Because I was staying in motels, I had planned on being in a town with accommodations each night and had written to the Chamber of Commerce in each of the towns that I might wish to stay, for lists of motels -- I received excellent cooperation from everyone I wrote. The motels in which I stayed were very friendly and helpful; in Mt. Pleasant they even gave me, without extra cost, a suite so my bike could have its own place to stay.

On the third day the terrain began to have a very slight roll to it -- something you would not notice in a car -- and after Claire, it became hilly. At Harrison it flattened out and was level to Houghton Lake, my destination, a short ride of only fifty five miles. It happened to work out well however, in that a heavy rain began just as I arrived at the motel. The ride from Houghton Lake to Kalkaska along the west side of the lake and then on Fletcher Road through the Kirtland Warbler Forest was one of the scenic high points. After two steep but short hills I arrived in Kalkaska about 11:00 a.m. and again a heavy rain storm hit. It was too short a ride but a good place to stay out of the rain.

By morning the rain had stopped and the ride from Kalkaska to Charlevoix was on beautiful tree lined roads. Part of the way was on the east side of Torch Lake, then on Old Dixie Highway near Lake Michigan and on in to Charlevoix. The ride from Norwood to Charlevoix is very hilly, but half is down-hill so it was still very enjoyable. The best feeling was riding down Bridge Street in Charlevoix knowing that I was able to ride the three hundred and fifty miles using only my own power. The total experience was so enjoyable that I am eagerly looking forward to and planning next summer's ride ...

[Al can be reached at 662-1559 to answer questions about his trip.]

TOURS AND TOURING FROM OUR PERSPECTIVE: an interview with Wendy and Katie Bell

Family vacation plans for the Bells usually include opportunities for bicycling, so Wendy and Katie Bell have done quite a lot of bike touring. Wendy, 13, is an 8th grader at Clague School and Katie, 9, is in 4th grade at Freeman School. The editors of the AABL Newsletter thought that many of you might be interested in how seasoned young people view their bike-touring experiences. We report here on a telephone interview with Wendy and Katie Bell.

The girls said that they are always asked if they want to go on a trip -- Wendy allowed that, "sometimes we go anyway." Some trips have been better than others, but they are always glad that they went. "It's important not to go too far," Wendy stated. "About sixty miles a day is right when I'm riding my own bike." Wendy has an 18" Windsor 10-speed. The Bells have a tandem which Katie rides with her dad on vacation trips. The girls take turns on the tandem for weekend tours. "We can go 100 miles a day on the tandem," Wendy reported, "and my dad and I ride fast. I like fast riding." The back seat of the tandem is adjustable so that the pedals can be moved up or down depending on which girl is riding. (This is a custom-made tandem -- a worthwhile investment for a biking family with growing children.)

Both Wendy and Katie said that, "It's nice when we stay at a place with a pool or lake so we can swim after riding all day." They have camped out and stayed at hotels. Wendy said, "I like to have a bed and a hot shower after a hard ride." Camping is okay for vacation trips when they just go for short day rides.

In response to the question "What do you take with you for entertainment ..." Katie replied, "We just eat dinner and go to bed. We're tired." They both like trips over flat land -- and downhill. Scenery is not too important to them. Good weather is very desirable "...but we can't control that," Wendy sighed. Tours that include "lots of kids" are the most fun for both girls.

Wendy's favorite tour is the TOSRV, from Columbus to Portsmouth, Ohio and return. This is a Sat./Sun. tour, 105 miles each way. Wendy rode on the tandem. She said, "the scenery was kind of boring -- just cornfields, but it was fast riding and there were lots of friends (along)." [TOSRV (Tour of the Scioto River Valley) accepts a limited number of entrants so sign up soon if you're interested. Contact the Ann Arbor Bicycle Touring Society (AABTS) or the Detroit AYH for information about registration and group transport to Columbus and home.]

Katie's favorite tour was the DALMAC (Dick Allen Lansing to Mackinaw). This is a four day tour over Labor Day weekend. Katie rode the tandem -- 70 - 100 miles a day. "There were nice stops and good food well spaced," she reported. Katie added that, "The people were nice and enthusiastic." [This popular ride is necessarily limited by the overnight arrangements available. Registration information will be printed in the the next issue of the AABL Newsletter or contact AABTS. Registration usually fills up by late June.]

"A few years ago we went to GEAR and that was fun," Wendy told us. "That year it was in Pennsylvania." She continued, "We stayed for five days at a college with a pool. There were lots of people and rides of all grades of difficulty. We went on the shorter rides and then went to the child care (facility) until our parents got back from the harder rides." [GEAR (Great Eastern American Rally), co-sponsored by LAW and a local bike club, is held over a long weekend on a college campus with eating and sleeping accommodations in the dormitories. It attracts about 2,000 participants from all regions of the country. There are seminars for sharing club news and information, square dances, a variety of day rides -- all in an attractive rural/small town environment. Registration information is available through AABTS (668-7817 or 769-4955) and AABL (663-1150, after March 1st).]

In the spring Wendy and Katie get in shape for touring by riding with AABTS. The Sunday morning family rides are "good exercise and include lots of kids."

As we thanked Wendy and Katie for this fun and enthusiastic interview, we felt an extra thrill of anticipation for spring.Tina Smith for AABL

R A L L Y R A L L Y R A L L Y !

Tom Pendleton

There are all sorts of bicycle rallies. They may last a day or a week. They involve all sorts of people and skill levels. They are offered all over the country. They vary from workshops to tours, but all of them involve bicycling as an activity and try to involve as many people as possible, from 25 to 2500!

My favorite rallies in this area are these:

BIKE DAYS (first week of May) Sponsored by the Ann Arbor Bicycle League and the City Bicycle Coordinating Committee, this is a series of events celebrating the bicycle as an integral element in our lives. In past years there have been a guided bicycle tour, maintenance clinic, films, speakers, and a public rally or parade. More information in future news releases or call 994-2814.

MICHIGAN BICYCLE RALLY (June 4-6) Sponsored by the League of Michigan Bicyclists and the Rapid Wheelmen, this weekend rally takes place in Grand Rapids to coincide with that city's art fair and the bike club's 100 Grand century ride. This will be a traditional rally, with several different tours, displays, speakers and entertainment offered. It will be based at Calvin College, with dormitory rooming provided. Contact the Rapid Wheelmen, PO Box 281, Allendale, MI 49401.

PEDAL ACROSS LOWER MICHIGAN (June 20-25) Sponsored by the Great Lakes Bicycle Council. A trip for the entire family, from Lake Michigan to Detroit. 40-55 miles a day. Contact P A L M , PO Box 7161, Ann Arbor, MI 48107. (See page 7)

RIDE ALONG (June 26) Sponsored by the Detroit Council, American Youth Hostels, and the Detroit News, this is a major event during Freedom Week. The organizers plan to have a ferryboat ride across Canada with extensive biking there. Contact AYH, 3024 Coolidge, Berkley, MI 48072 (313/545-0511).



LAW CONVENTION (July 1-5) Sponsored by the League of American Wheelmen and the Dayton Bicycle Club. The major national bicycle rally of the year, with about 2000 bikers expected. Tours, workshops, speakers, and lots of food! Contact the Miami Valley Regional Bicycle Committee, 1980 Winter Bank Tower, Dayton, OH 45423.

ONE HELLUVA RIDE (July 10) Sponsored by the Ann Arbor Bicycle Touring Society, this event draws about 1000 in good weather. Starting in Dexter, there are choices of 34, 67, or 100 mile routes; no workshops. Contact AABTS, c/o Malburg, Apt 184, 51074 Mott, Canton, MI 48188.

AMISHLAND & LAKES (Aug 6-8) Sponsored by Michiana Bicycle Association. A typical Dutch-style rally: everyone bikes the same route, with short-cuts available. 50 mile on flat roads in Amish Countryside, followed by 50 miles of rolling hills in Michigan lake area (Indiana border). PO Box 182, Granger, IN 46530. (See page 6)

AMISHLAND AND LAKES RIDE

Jane and Drew Burton

The Amishland and Lakes Ride consists of two 50-mile days, day 1 through the Amish land of northern Indiana, with day 2 winding through rolling lakes and river land of Indiana and Michigan. After a two-hour drive from Ann Arbor we arrived at Howe Military School in Howe, Indiana and picked up our registration packet on Friday evening. We enjoyed films on the Amish in the dining hall, where there was also an emergency bike repair clinic in operation, while others opted for a 14 to 28 mile evening ride. The campsites were situated on the grassy athletic fields of the school and campers used the bathroom facilities in the dorms. Many opted to stay in the dorms rather than camp, which was regrettable on the hot nights (no cross ventilation) but appreciated on a stormy Sunday morning.

Saturday morning began with a fast 25 mile pre-ride for energetic cyclists. We ate breakfast in the little town of Howe (no organized meal on Saturday morning), then we started out. Cars were few and far between and were used to sharing the road with slowly-moving vehicles. Riding along with and overtaking horse-drawn buggies was wonderful. LaGrange was the first town we came to; on any Saturday morning it will be filled with the plain "black buggy with brown horse" and will have an open-air market in progress. The Amish were always ready with an open smile and a wave. No matter how many cyclists they passed, they never tired of waving and smiling at us. The terrain was very easy going farmland; we don't recollect even one difficult hill all day. It was inspiring to see Amish farmers tilling the land with horses pulling their plows, while the family worked at tending the chickens and the lawns. Adults and children alike were covered from head to toe in the traditional Amish dress despite the temperatures. We were a little self-conscious about our scanty bicycling attire and wondered what they thought of it. Nevertheless, they were not put off by our strange ways. Many of the children set up chairs along the road to watch the stream of 1200 bicyclists pass by. One of them set up a stand to give away free ice water. Later we saw a group of traditionally-dressed teenage girls leaving a house to get on their 10-speed bicycles parked in front. We had lunch at an Amish restaurant (Troyer's Cafeteria in Shipshewana) where the legend over the salad bar was "Take whst you want. Eat what you take". We recommend it highly.

After dinner (available at the Military School), entertainment was planned for the village square. First there was an ice cream social, with musical accompaniment by a local high school band. Next there was a ceremony with awards for everything from the youngest riders (6 years old) to the greatest distance travelled to the ride (over 1000 miles). The evening was capped off with square dancing. This is a fine way to meet people, especially when you promenade left and everyone else is doing the promenade right. It was a weary but happy crowd that walked back to the school for the night.

We didn't participate in Sunday's ride, but a friend who did concurred with the ride organizers: "If you tend to focus on just bicycling, the crystal lakes, woods, rolling hills and smooth roads may make this day the high point of the tour. If you like to stop and enjoy the local color, we have that too!"

In 1980 the registration fee was \$5.00, meals approximately \$2.50, campsites \$2.00/person/night and dormitory rooms slightly more. There are motels in the area too. The ride was well sagged, and free refreshments were provided at two stops each day. The Michiana Bicycle Association did a fine job of organizing a popular ride. They warn that they limit registration to 1200, so get your application in early. The highlights were the Amish people, the friendly terrain (few cars, potholes or hills), and square dancing. There is no child care provided. We must also mention that the patch is the nicest one in our collection. For more information write:

Michiana Bicycle Association, Inc., P.O. Box 182, Granger, IN 46530

PEDAL ACROSS LOWER MICHIGAN

JUNE 20-25, 1982

P A L M is coming! The first, great, marvelous, memorable, exciting Pedal Across Lower Michigan, that is! Come. Bring your family! Join more than 500 bicyclists on the shores of Lake Michigan on Sunday morning, June 20th for the start of the 270 mile ride east to Detroit.

Equipped with route maps, bikers can travel 40-55 miles each day as their baggage is carried for them by truck. They will be backed up by sag wagons with bike repair services. They can choose to sleep at campsites or motels and to buy food along the route at grocery stores, restaurants or at special spreads set up by local community groups. The ride will end in Detroit on Friday, June 25th in time to allow bicyclists to get ready to join the Detroit "Bike Along" on Saturday the 26th.

As reported in our December newsletter, P A L M has already been endorsed by all the state-wide bicycle organizations: the League of Michigan Bicyclists, Michigan Bicycle Interest Coalition, the Metropolitan Detroit Council of American Youth Hostels, and 4-H Bicycle Committee. In addition, the Non-Motorized Advisory Committee of the state Transportation Commission has endorsed the project. Groups, such as the Ann Arbor Bicycle Coordinating Committee, in communities through which P A L M will pass are now being contacted for endorsements. To keep rider costs to a minimum, commercial sponsorship of P A L M is also being pursued.

Many details of the ride still need to be worked out. P A L M is looking for input from you on the types of overnight facilities and food arrangements you want. If you have any contacts in towns along the route or if you can volunteer your time or expertise, P A L M would like to know.

A newsletter on P A L M and the progress being made is being prepared. You can get it by sending a full-size, self-addressed stamped envelope to the address below. Join many interested bicycle people by getting in with P A L M this summer. Write now for information or to volunteer to P A L M, PO Box 7161, Ann Arbor, MI 48107.

COORDINATOR FOR P A L M

P A L M is looking for someone with good public relations skills to hire as the chief organizer of the ride. This paid position will start with a few days a month, quickly build to full time, and end early in July. The job's two major responsibilities are arranging for financing and handling publicity for PALM. The organizer will also need to set up campsites and food stops, contact communities along the way to make any arrangements necessary and make multiple checks on the current condition of the route itself. If you are interested in this position, write PALM, PO Box 7161, Ann Arbor, MI 48107.

HEART TRANSPLANT PATIENT CYCLES 2800 MILES FOR CHECKUP

Jim Hayes, a Vietnam Veteran who received a transplanted heart in 1976, bicycled from Knoxville to Stanford University Medical Center for his annual checkup recently. The trip was undertaken as a fund-raiser, with friends and well-wishers contributing \$6,000 for cardiac research on his behalf. Needless to say, the doctors found Jim to be in excellent health.

WINTER BICYCLING IN ARIZONA

Carol Rees

For winter bicycling without frostbite or snow, there must be few places more ideal than the desert country around Phoenix, Arizona. I was lucky enough to be in Phoenix for two weeks at the end of October, teaching Critical Care nursing at the VA hospital there. Along with my toothbrush and lecture notes, I packed my Bickerton folding bicycle and took off for two weeks of summer weather. Each day I commuted from my motel by bicycle, leaving just before the sun came up and returning by a circuitous but scenic route just as the sun set. In the day's heat, I was glad enough to be in an air conditioned building, and the hot sun was always a surprise when I emerged at 4:30. A less welcome surprise was the effect that cactus thorns had on my tires; they punctured them -- not just once, but three times. The local bicycle store took pity on me, let me use their shop and tools, and advised me to buy special heavy tubes for cactus country. They gave me the newsletter of the Greater Arizona Bicycling Association with its list of three or four bicycling events nearly every day of the week, all the time looking dubiously at the one speed Bickerton.

Saturday was Halloween, and I decided to try the GABA Halloween ride. Other riders came in costume, and one rode a recumbent bicycle, so I no longer felt so different on my "toy" bicycle. There were no hills to climb, so I managed to keep up more or less, reaching the starting point again (last, of course) in the middle of the day. The ride I planned to join the next day started at 7:00, but I never made it because I had another flat tire by then.

For anyone planning to bike in Phoenix, October and April are the very best months to go. Summer is of course very hot, although GABA schedules rides all year around. Winter is brisk but seldom below freezing, and the weather is sunny all year around.

Phoenix has an interesting street plan, with main arteries exactly one mile from each other, forming a grid of neighborhoods a square mile in area. Inside these neighborhoods are quiet streets with exotic tropical landscaping and fruit trees. This makes for great bicycling, provided you want to go only one mile. Since it is impossible to cross main streets safely except at the main intersections, you use main streets rather than side streets -- a hair raising experience.

There is a pattern of irrigation canals circling the city, and each canal has a wide, level path on each side that is used by joggers and bicyclists. This also is fine if you want to go only one mile, but there is no light at the main artery when the canal crosses it. When I asked about bicycle paths, several persons mentioned a bridle path along Central Avenue north of the city. This turned out to be more suitable for horses than bicycles, and would rival the C & O towpath for exposed tree roots.

Most of the GABA tours are on quiet desert roads near Phoenix. These roads are quite deserted and offer spectacular scenery. After Jerry joined me on November 6, we explored mountainous areas to the north and east of Phoenix. It was there that we found winter had come to Arizona, with snow on the highway and frozen canteens at night. Somehow winter is not that bad, however, in a state where the sun shines nearly all the time and the warm desert asks to be explored even in the months when we Michiganders are shoveling snow and chipping away the ice.

RECREATION DEPARTMENT NEEDS YOUR DISCARDS

Those of you who are overhauling your bicycles this winter can recycle any of your spare parts by sending them to Jan Marble at the Recreation Department. Jan is collecting bent and broken parts (with a special need for rims) for the public school art programs. Please call her at work (994-2326) or at home (426-8694) if you can help.

Our family likes to vacation in the Upper Peninsula. Two summers ago my husband Chuck and I spent a week in Copper Harbor with our sons Mark (7) and Matthew (2) and another family who had two boys aged 7 and 8. We took our bikes to use as transportation to and from the many attractions in the area. Chuck and I each had a 10 speed with a child seat for 35-pound Matthew on the back. Mark rode his 5 speed 20" Schwinn and the other two boys had dirt bikes. We stayed in the Birches Motel (906-289-4588), which is located at the foot of Brockway Mountain Drive in Copper Harbor.

The drive up to Copper Harbor is long, so we made it a two day trip, stopping in Christmas, MI to spend the night. We visited Bay Furnace to see the old Indian smelting furnaces. These furnaces have probably been out of operation for 100 years but there were still glass globes floating in the lake. We stopped in Munising for a boat tour of the Pictured Rocks, in Houghton to tour the Minerology Museum at Michigan Tech, and in Laurium to see rock climbers rappelling down the sides of the banks by Douglas Houghton Falls.

The roads in the Copper Harbor area are fairly narrow and have many twists, turns and mini-hills. For safety when biking it is vital to wear helmets and to use bike flags. We also wore bright orange vests. We were a real caravan as we headed out each day with our bike clothing, flags and packs bulging with food and drink. Each boy carried his own canteen of water as well as snacks such as cookies, nuts, fruit and cans of juice. The combination of lots of available food and peer pressure kept the boys going on hills.

We explored Fort Wilkins, which is very well restored (comparable to Ft. Mackinaw) and only about two miles from the motel. We took our lunch and ate on the shores of Lake Fanny Hooe. There is a big playground just outside the stockade walls, as well as cannon for the children to climb on in the fort itself. A nice display of fresh wildflowers, with handouts telling about them, was made available by a M.S.U. extension group on the fort grounds.

On U.S.41 going East from Copper Harbor, just a few miles from the turnoff to Fort Wilkins, we found a circle where the road ends. From there we followed a path through the woods for a short distance and came to the end of Lake Fannie Hooe. We enjoyed the shallow sandy beach there. The kids had a ball catching frogs, minnows and snakes at a little inlet nearby.

We visited Estivant Pines, one of the two stands of virgin pines in Michigan. At that time the trails were poorly marked, but the pines were worth seeing. It is possible that the trails could be better by now. Nearby it is possible to swim in Manganese Lake and to visit the abandoned Clark Mine.

Chuck and Mark had an exciting ride up (and down!) Brockway Mountain. The rest of us had turned back because of the steepness of the first one and a half miles (a rise of 600 feet with many switchbacks), but Mark and his dad persisted for the four mile ride to the top. (For his endurance Mark was rewarded with a patch for his collection.) They remember vividly the looks of astonishment on the faces of the drivers grinding down the mountain in low gear and the cheers of "Go for it!". Good brakes were critical on the way back down. They had to brake so hard that frequent stops were necessary to give their fingers a rest. From the top of Brockway on a clear day you can see Eagle Harbor, Lake Superior, and the Keweenaw Peninsula.

Braver souls can go to Agate Beach on Lake Superior for a swim. It is good to plan a long afternoon for this. You can lock your bike up at the marina (get instructions from the motel owner). The beach is great for rock hounds. Our kids spent hours playing in the woods, "caves", and on the beach there. It is beautiful. Sunset pictures can be taken from that vantage point. Take a flashlight for going through the woods on the way back though. Chuck and Mark took a tent and sleeping bags and spent a night on a bluff overlooking Agate Beach. Moss made a great cushion and pads weren't needed, but a mid-evening thunderstorm interrupted their comfortable sleep.

continued on p. 10

COPPER HARBOR, continued

The restaurants are good and there are several little general stores for purchasing anything one might need. The Harbor Haus is especially recommended for its fresh seafood and German cuisine. A campground has been put in near Fort Wilkins. It seems very nice, situated as it is on the lake with showers, a laundry and bear traps! (Black bears meander over from their feeding grounds at a dump which is located several miles away.) A boat to Isle Royal leaves from Copper Harbor. One can also go to the deserted town of Delaware and tour a real copper mine that has been "opened up" for tourists. It is a very fine mine tour -- the best offered in the U.P. If biking this is an all day event for adults; kids just couldn't make it. It is also possible to take a boat out to the recently restored Harbor Light House and get a history of the harbor from the guide. This is a nice early evening activity.

Highlights of our stay included the kids' nightly walks to the General Store and the peacefulness of the roads and beaches. Even the Fort in mid-summer would be considered vacant in contrast to the crowds at Mackinaw. We all slept well, even little Matt who often napped in the bike seat when we were going on afternoon rides. We had a good time and recommend this trip as a neat family vacation.

RIDE! - by Jennifer A. Hunt

I am 10 years old and I have been in 8 Bike-A-Thons, the last three on my own bike. This year the Bike-A-Thon is coming May 2nd! The Bike-A-Thon is held in order to raise money for the Ecology Center and it's not a race! You will need a sponsor sheet to get sponsors. For instance, some people might sponsor you at 50 cents per mile or \$15 maximum. Then after you ride and get your sponsor sheet signed at the checkpoints, you go to their house, show them your signed sheet and collect the money for the Center. You can ask your neighbors, doctors, parents and friends. You may start at a checkpoint near your home or at Farmers Market.

Last year I biked 40 miles in 5 hours (with stops). There is a Dairy Queen in Dexter about ten miles from Farmers Market. You should wear an orange flag on your back so cars can see you at a distance. If you have a helmet, wear it! There is a potluck dinner at my house afterward for all who work on or organize the Bike-A-Thon.

DID YOU KNOW.....

Jerry Rees

.....the ultimate bike path is the hard-packed sand along the East Coast beaches of South Carolina? You can ride for miles with no traffic to dodge except for an occasional beached jellyfish or hermit crab. The sand is so hard that tires roll easily even at the water's edge where waves sometimes break over your wheels. Try Hilton Head or one of the beautiful state parks extending from Charleston to the Georgia border. Surrounded by seagulls and with a salt breeze in your face, it's an experience you'll never forget.

.....the best way to get from National Airport into the center of Washington is on a bicycle? A bike path runs along the Potomac to the Arlington Bridge; once on the other side, you can choose one of several directions. A path leads up the river past Watergate and through Georgetown to the C & O Towpath; another goes through Rock Creek Park past the Zoo and out toward Maryland; a short ride past Lincoln Memorial gets you to Washington Monument, the White House, the Mall and the Tidal Basin, especially beautiful in the Spring. City traffic moves so slowly and parking places are so scarce that bicycling is the ideal way to "do" Washington.

.....if you explore new places on a bicycle, people will smile at you? Children, especially, relate to strangers on bicycles. Sights, sounds and smells, shut out by the windows of a car, add immeasurably to the pleasure of touring by bicycle.

For the past three years we have been riding our bicycles in Vermont with VBT (Vermont Bicycle Touring). This is an elegant way to have an active vacation! One rides all day through verdant countryside from one lovely inn to another. All the gear is carried by van. Breakfasts and dinners are provided at the inns, and lunch is a fabulous picnic affair often held on village greens. Usually the tour group consists of about twenty five people plus two tour guides who alternate driving the van and riding sweep. Detailed written directions about the route are given to each rider, who can then choose to ride alone or stay with a group. Part of the riding must be done on highways which have some high speed traffic, but these conditions are pointed out both in the directions and during the daily "route rap" sessions following breakfast.

We have always chosen one of the five-day VAGABOND tours which offer at least two rides each day -- one of 30-45 miles and the other of 50-75 miles over "moderate to difficult" terrain (hills!). [VBT also offers an easier five-day tour called a WANDERER and two shorter tours called WEEKENDERS and THREE DAY RAMBLERS]. We used our own bikes for each of our tours, but VBT rents good Fuji 10 and 12 speed bikes equipped with Eclipse bicycle bags. Bailen Helmets are also available.

The first year was our romantic get-away-from-the kids tour: the combination of VBT's Vagabond II ride through north central Vermont and the total absence of responsibility produced a state of euphoria which lasted the full five days. The second year, on Vagabond IV, we proved our endurance as cyclists: on the fifth day of the tour we cycled a 96 mile day in the northeast corner of the Northeast Kingdom. This past summer we just wanted to see if VBT could still show us a good time the third time around. They could and did.

We chose a new tour called Vagabond 6, which promised "magnificent riding through the valleys of the White River and Lake Champlain". We started in Middlebury, where we stayed for two nights, then went north to Shelburne, southeast to Waitsfield, south to Rochester and back to Middlebury. There were wonderful views of the Adirondacks and the Green Mountains and a hard ride up Appalachian Gap. It was especially fun for us because we had traveled much of the area by car but had never seen it by bike. Our tour guides Stuart Johnson and Tina Scharf, both trained as geologists, gave us daily geological updates on the area. Tina had also worked in an apple orchard near Middlebury and took the group through the orchard.

Our "magnificent riding" was preceded by magnificent eating. Our first meal at historic Middlebury Inn was a fantastic Sunday evening buffet. Breakfast the next morning was also sumptuous. The other inns provided equally good food, with wonderful French cuisine at Tucker Hill Lodge in Waitsfield. Our hard riding over the five days almost justified our food consumption.

There were many highlights on Vagabond 6 meeting John Freidin, founder and director of VBT ... crossing Lake Champlain by ferry to visit Ft. Ticonderoga ... riding with some very interesting people from all over the U.S and Canada ... the thrill of flying along on a level road, being pushed by the strongest tailwind we've ever experienced on bikes ... but the ultimate experience of the trip was our stay at Shelburne Farms.

Our introduction to this marvelous place was a very long rough dirt road which seemed almost impossible to negotiate at the end of a long day of biking. We felt like explorers making a great discovery as a European panorama unfolded before us. Views of the Farm Barn, as large as a medieval village, gave us an inkling of what was in store, but we were not prepared for the 100+ room mansion. This turn-of-the-century house, ouilt by William and Lila Vanderbilt Webb as a summer home, was our "inn" for the night. Shelburne Farms, located as it is on Lake Champlain with a view of the Adirondacks, its rolling hills landscaped by Gifford Pinchot and Frederick Law Olmstead, its Farm Barn and Coach Barn and goodness knows what else, is worth seeing. It is open to the public

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VAGABONDING, continued

several days of the week for tours, but the best way to appreciate it is to travel on Vagabond 6. The mansion is being restored, and only a few groups, VBT among them, actually stay overnight. The Vermont Mozart festival is held there every summer, and many conferences are held there as well. We recommend Vagabond 6 if only for the stay at Shelburne Farms.

We have found that more than half of our companions on these tours are repeaters. So are we! We'll be back on those hills again next summer if we can.

The 1982 VBT Catalog will be ready soon. To receive a copy, write to:
Vermont Bicycle Touring, R.D. 3, Bristol, VT 05443 [(802) 388-4011]

HAVE YOU CARRIED YOUR CHILD BY BIKE?

If you have had experience carrying a child by bicycle, either in a trailer or in a front- or rear-mounted seat, Doris West of the City Bicycle Coordinating Committee would like to hear from you. Doris is summarizing the available information on this subject for a pamphlet to be distributed at Bike Expo on March 20th; she has read the literature and now needs input from area bicyclists. If you can help, let Doris know as soon as possible. Call her between 5:30 and 10:00 p.m. at 665-6327 or write her at 1132 Michigan, Ann Arbor, MI 48104.

B I K E E X P O

SATURDAY, MARCH 20

Tom Pendleton

Save the date of Saturday, March 20th, for the third annual BIKE EXPO! This event has become the "official" opening of the Ann Arbor bicycle "season" (for those of you who store your bikes during the winter), and you don't want to miss it.

The first year there were 450 people in attendance, and about 20 displays. In 1981 the displays increased to 25, and the attendance jumped to 700! We expect up to a thousand people this time.

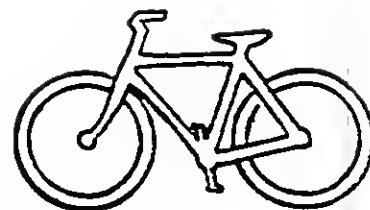
Displays in the past have been from such diverse places as bike shops, bike clubs, an equipment manufacturer, a book store, Amtrak, the federal and state governments, a frame builder, the Ecology Center, 4-H and AYH. We expect even more and better exhibits this year to help you get into "the spring" of things!

The Bicycle League also plans to have a display. We can use help on that - both in setting it up on Friday evening and in staffing it on Saturday. The hours of the EXPO are 10-6, but staffers should be there early and plan to break down the display after 6. No one will be expected to stay the whole time, of course. If you are interested in helping, call Jerry Rees during March at 663-1150.

In any case, we'll look forward to seeing you at BIKE EXPO!

This newsletter is published by the steering committee of the Ann Arbor Bicycle League. You can help us promote safe bicycling in Ann Arbor by becoming a sustaining member of the League; send a check for \$2 or more to the address on page one.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 12 NUMBER 2

MAY, 1982

AABL, ECOLOGY CENTER TO AFFILIATE

The Steering Committee of the Ann Arbor Bicycle League and the Board of Directors of the Ecology Center have agreed to formally recognize the friendly relationship which has existed since the founding of both organizations over a decade ago. Effective with the publication of this issue of the newsletter, AABL will become an affiliate of the Ecology Center.

Affiliation will not affect in any way AABL's ability to make policy and undertake activities independently. We will maintain our own membership rolls, Steering Committee, and treasury. AABL's "office" has always been simply a mail box at the Ecology Center, and this will continue. Our main source of funds has been a share of the proceeds of the annual Bike-a-thon co-sponsored by the two groups. We will continue to publish our newsletter and to work for better biking in the Ann Arbor area.

A number of advantages will accrue to both organizations by coordinating our efforts. An immediate problem which will be eased is the ballooning cost of first class postage; AABL can now use the Center's non-profit organization mailing permit, which was not possible previously. By undertaking projects jointly, both groups will be able to appeal to a broader public. Because of limited staff time, the Ecology Center has not had a task force to focus on the many environmental benefits which would result from increasing use of bicycles for transportation and a corresponding decrease in dependence on automobiles. This has been and will continue to be a major goal for AABL.

(continued on next page)

BIKE FOR A GOOD CAUSE

You can enjoy an afternoon of bicycling and at the same time help raise money for a good cause by participating in the annual BIKE-ATHON on May 2nd. This year you will have a choice of four routes: the 11-mile city route, the county route of 28 miles, and two all-day rides for experienced cyclists. The Bike-a-thon is a major fund-raising project of the Ecology Center of Ann Arbor, which brought over \$9,000 in pledges last year. A small share goes to AABL and to the Bicycle Touring Society, which co-sponsor the event.

If you chose the city or county route, plan to leave Farmers' Market between 12 noon and 1 PM. The longer rides leave the Market at 8AM, one going 64 miles (metric century) and the other 100 miles. You should have had a ride of at least 50 miles this spring to make sure you are in shape for the 100 mile trip. No support vehicle will be available for this one; a sag wagon will check the 64 mile route.

An extra attraction this year will be the Mask Puppet Theater at the Farmers' Market. Performances will be at 11:30 and 12:30. In addition, riders on the county tour will be able to visit a solar heated home on Scio Church Road, and to enjoy a Nature Stop with the Audubon Society. For riders on the city tour, the Cobblestone Farm will be open for visitors.

To encourage you to get a lot of sponsors, two free bicycles will be given away at a drawing at 4:30 on the day of the ride. One is a Ross 5-speed donated by Great Lakes Cycling Center and the other is a Raleigh Rampar BMX from the Pedal Center. You get one chance at the drawing

(continued on next page)

BREAKFAST BIKE RIDE SEASON BEGINS

Every Sunday morning at 8 o'clock, bicyclists gather at the Farmers' Market for a leisurely ride to a restaurant for breakfast. The pace is slow to accommodate riders of all ages, and the length of the ride varies according to the preference of the people who come. Sometimes it is a short ride to a city park and a local restaurant; other times the destination may be Ypsilanti, Saline or Dexter. Beginning in mid-June, we have a picnic breakfast in a park instead of a restaurant meal.

- April 25 - Jerry Rees
663-1150
- May 2 - BIKE-A-THON
- May 9 - Joan & Tom Pendleton
971-6339
- May 16 - Ann & Tom Hunt
761-1147
- May 23 - Kelly Ross
761-8937
- May 30 - Carol & Jerry Rees
663-1150
- June 6 - Tina & Hal Smith
662-5175

AFFILIATION (continued from page 1)

We hope to add our extensive collection of books, pamphlets and touring maps to the Ecology Center's library. We receive a wide assortment of newsletters and resource material from other bicycling organizations and want to make them more readily available to the community.

The Ecology Center was founded in response to the nation's first environmental teach-in, held at the University of Michigan in 1969. Since then the Center has encouraged thousands of people to conserve energy and protect the environment. With a staff of four and the help of many volunteers, the Center provides the community with many direct services as well as environmental advocacy support.

Many AABL members have already become members of the Ecology Center over the years. We encourage you to join! Please see the enclosed letter of invitation from the Center for details.

HELP FOR DO-IT-YOURSELF BIKE MECHANICS

If you are looking for a place to fix your own bike, with tools and a skilled mechanic on hand to help, look into the University of Michigan Bike Club. You don't have to be affiliated with the University to join the club. Their shop is located in the East Engineering Building and is open several evenings a week. An organizational meeting will be held on Tuesday, May 11th at 7:30 PM in Room 1084 of the East Engineering Building on East University. Dues are \$5 per year.

FOR INFORMATION WRITE:
PALM, PO BOX 7181
ANN ARBOR, MI 48107



BIKE - A - THON (continued from page 1)

for each sponsor that you have signed up. Another new feature this year is the Silver Saddle award, given to the rider who brings in the most money. The award is a handsome plaque with a saddle mounted on it, with the winner's name engraved in silver beneath. It is provided by the Hornet Bike Shop in Saline and will be displayed in a prominent place with a new winner's name added each year.

Bike marshalls and sag wagons will be on hand to help riders in trouble. Drinking water will be available at check points. The city route is mostly on bike paths and is suitable for relatively inexperienced riders. The Bike-a-thon is an ideal spring outing for your family. To take part, get a sponsor sheet from the Ecology Center, 417 Detroit Street, or at City Hall, the public libraries or school offices. Sign up as many people you can who will pay an agreed amount of money per mile that you ride, and bring the sheet to the Market on Sunday, May 2nd. See you there!

Ecology Center of Ann Arbor

417 Detroit Street
Ann Arbor, Michigan 48104
313-761-3186



17 April 1982

Dear Bike League Member,

The recent decision by the Ecology Center and the Ann Arbor Bicycle League to affiliate provides both groups with a tremendous opportunity to promote our common goals: safe bicycling and energy efficient transportation. We'd like to invite members of the League to take advantage of this opportunity by learning more about the Center and the programs we offer in the community.

Because our memberships overlap considerably, many League members already participate in some of these programs:

- ten years' operation of the Recycling Station on South Industrial Highway, part of a long-range effort to incorporate recycling into the city's solid waste management plans
- environmental education projects, including home heat conservation workshops, a 1300-volume environmental lending library, curriculum development, and "low-cost, no-cost" every home visits
- a wide range of environmental advocacy projects ranging from local to national issues
- transportation planning, including the design of the 1990 Ann Arbor Transportation Authority Plan.

To encourage others in the Bike League to become full members of the Ecology Center, we are offering regular 12-month memberships at two-thirds of the regular rate (\$10 instead of \$15) to any League member who joins before June 1, 1982. To receive the discount, detach and fill out the return card enclosed with this newsletter, and write "Bike League" anywhere on the card. Then return it, with your check, in the prepaid envelope.

Of course we can't begin to really acquaint you with the Ecology Center in a brief letter, so we encourage you to visit us in person at our office. We look forward to working with you for years to come.

Sincerely,

Laurie E. K. Wucherer

Laurie E. K. Wucherer, President
Board of Directors

CELEBRATE BICYCLE MONTH IN MAY

May has been designated as Bicycle Month across the country, and Ann Arbor will be celebrating with a series of special events. Some of them are listed below, but others may be added after we go to press, so call the Bicycle Program Office in City Hall, 994-2814 for an up-to-date list.

EVERY SATURDAY, May 1 through 29: Maintenance drop-in clinic at the Farmers Market, 9-12 noon. Bring in your bike for a checkup, and learn to do simple repairs free; sponsored by the City Bicycle Program.

EVERY SATURDAY, 8:30 A.M., meet at Amtrak depot to ride to Dexter for breakfast; sponsored by Ann Arbor Bicycle Touring Society.

EVERY SUNDAY, 8:00 A.M., meet at Farmers Market (see story on AABL Breakfast Rides on preceding page)

TUESDAY, May 11th: Bike-to-work day and rally at Liberty Plaza (Liberty at Division) at 12 noon.

THURSDAY, May 13: Special open meeting of the Bicycle Coordinating Committee; your chance to have input for bicycling program in Ann Arbor. 7:30 P.M., 4th Floor City Hall.

TUESDAY, May 18: Take your bike to lunch: join other bicycle commuters for lunch at the Michigan League, 12 noon, to exchange ideas. Meet in reserved room across from cafeteria. Sponsored by Ann Arbor Bicycle Program.

Ann Arbor is one of only a few cities in the country with a full-time professional bicycle coordinator as well as a citizens coordinating committee appointed by the Mayor. The ambitious program being carried on by Tom Pendleton and the BCC are producing results --- more bicyclists, better facilities and safety education. Show your support by taking part in these events.

HURON RIVER BIKE PATH --- at last

A telephone interview with Fletcher DesAutels, head of the Washtenaw County Road Commission, on April 12th provides the basis for this update on the long awaited Huron River Drive bike path.

This is basically a road resurfacing project that will provide new "safety shoulders" (read, bike path) where the road is presently quite narrow - from Dixboro Road to Washtenaw Community College. Huron River Drive from WCC past St. Joseph's Hospital to Clark Road will be just resurfaced. New lane lines will be painted so as to provide a 4 feet wide bike path on either side of the road separated from the motorized traffic by a solid line.

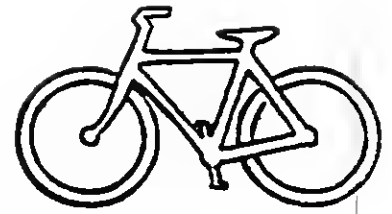
The original path plan (for which funds were committed in 1976) called for a bike path from Bonisteel Road (North Campus) to Hewitt Road extension. The present project has been shortened and will start at Dixboro Road, at the entrance to Gallup Park, and continue to Clark Road.

Mr. DesAutels feels very optimistic that this project is really ready to "go." The design details are almost completed. A few minor changes must be made as a result of the State representative's grade inspection (3/30/82). He expects to send the amended design to MDOT by April 16th. He is confident of MDOT/FHA's commitment to this project and feels certain that they will proceed with their final review and approval promptly. The County Road Commission expects to take bids in May which means that work will start in June. The completion date will be not later than the end of September/beginning of October --- "for the opening of school," as Mr. DesAutels pointed out.

ECOLOGY CENTER OF ANN ARBOR
417 Detroit Street
Ann Arbor, Michigan 48104

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A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 12 NUMBER 3

SEPTEMBER, 1982

HURON RIVER ROUTE EXTENSION TO OPEN OCTOBER 1ST.

A contract has been let to construct four-foot paved bike lanes along Dixboro Road and Huron River Drive from the east end of the Gallup Park path past Washtenaw Community College and St. Joseph Hospital to Clark Road. The work is to be done by October 1st.

The low bid of \$171,000, submitted by Cunningham-Gooding, is a 30% saving from the original estimate of \$244,000. In theory, the money saved should be available to complete parts of the originally proposed route which had to be dropped for lack of funds. The path was to have started at the intersection of Fuller and Bonisteel and extended downriver to the existing path through Gallup Park. At the east end, the path was to continue on Huron River Drive to Hewitt Road extended, and then join the path going from the EMU stadium to Ypsilanti. We hope that the County Road Commission and the Urban Area Transportation Study will do everything possible to complete this important route.

CLIFFORD CRAVES TO SPEAK

Ann Arbor bicyclists will be able to meet one of the grand gentlemen of the American bicycling movement when Clifford Graves comes to town on October 2nd. Graves is a 75-year-old retired surgeon from La Jolla, California, who founded the International Bicycle Touring Society in 1964. Last year he and his wife had a remarkable two-month tour of China, covering 1000 miles by bicycle as well as 5000 miles by air. In contrast to the carefully supervised tours given most foreign tourists, the Graves were completely on their own. We have selected a few sentences from their written account of the trip to give a little of the flavor of their adventure:

"...Bicycling was dangerous, we were told. Hotels were already booked. Small towns lacked facilities. How about a horseback ride in Mongolia instead?"

"...we rode our bikes all over Peking and surrounding environs. Was it dangerous? Hardly. True, the streets were jammed with hundreds, nay, thousands of bicyclists, but they were all on heavy 'klunkers' that move like elephants. On our ten-speeds, we were able to move like gazelles..."

continued on p.3.

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RELIGION AND BICYCLING DO MIX

Dave Galbraith

Bicycling is not only a pleasant activity, but also provides an excellent opportunity for social interaction, nature observation, personal introspection, etc. Some churches have found that bicycling fits well into their program of activities. The following two articles describe two such church bicycling groups in our area. We hope that more churches and other organizations may be inspired to form bicycling groups of their own.

1. The Calvary Presbyterian Church in eastern Ann Arbor formed a bicycling group in the spring of 1981. The inspiration for this group was simply a couple of junior high age boys who wanted to take a long bike ride. Several adults in the church quickly agreed to help, and the first meetings were held in April of that year. Since a number of adults and younger children expressed an interest in the group, but would not be able to undertake a major bike trip, a two-track approach was used, with rides and activities scheduled for both long riders (20 to 70 miles) and short riders (6 to 10 miles). Bike maintenance and riding skills sessions were offered for all members. The long trip in 1981 was a ride from Ann Arbor to Mackinac Island, while in 1982, it was a tour of the Leelanau Peninsula and Traverse City area. The Mackinac Island ride was also used as a fund-raiser, on the Bike-a-Thon principle, to raise money for "Free to Speak", an organization which purchases talking machines for persons with speech difficulties. Grady Doane, one of the two young men responsible for the founding of the group, has submitted the following personal account of the 1981 bicycling activities:

"From Gallup to Mackinac" by Grady Doane

In March of '81, my friend David Koster and I had an idea. We wanted to bike to Mackinac Island. We conferred with some other people, and the idea of the Calvary Bike Club was born. In no time we had scheduled our first Bike Club meeting. Soon we were staging short rides according to riders' abilities. Eventually we broke up into two groups, a group for people not in top physical shape, and one for people in better shape.

After the simple 10 and 15 mile rides, we organized overnight rides. We built up our endurance and riding technique, and then started our long planning process for the trip to Mackinac. After the difficult route and financial planning, we were ready for Mackinac. And I say that trip to Mackinac has been the best experience I've had in cycling, and I'd do it again without question. It was even fun.

2. The Forest Avenue Baptist Church of Ypsilanti also began its bicycling group in 1981. This group was organized by Youth Pastor Randy Withensbaw, who had done similar bicycling programs elsewhere for about five years previously. The year's activities begin with repair sessions in February, and Saturday rides start in March with 10 mile excursions, building up to 90 - 100 miles by June to get everyone in shape for the annual bike trip. This trip takes place just after school lets out, and the bike group tapers off with shorter rides through the remainder of the summer and fall.

The 1981 trip went to Bellefontaine, Ohio, and then back to Cedar Point. After taking the ferry across Lake Erie to Leamington, Ontario, they cycled back through Amhurstburg to Windsor, across the bridge to Detroit, and home. This year, the trip was through Ontario to Niagara Falls and back, taking 11 days. Next year, two major trips are planned: in May, the adults will ride to Boston and back, taking 17 days (100 miles/day), while after school the young people (7th grade through college) will take a coastline tour of Michigan's lower peninsula, going up the west side and back down the east side in about two weeks. There are about two dozen riders on the young people's trips, and 12 to 15 are expected for the adult ride to Boston.

BICYCLE COORDINATING COMMITTEE ACTIVITIES

The City Bicycle Program is administered by a full-time coordinator, Tom Pendleton, with the assistance of a committee of ten citizens appointed by the Mayor. The Bicycle Coordinating Committee (BCC) has had a number of interesting projects going this summer. One was the provision of safe bicycle parking for Art Fair patrons; during the four days of the fair, 350 bikes were parked at two fenced-in areas, one on South University and one on State Street. The auto parking problem seemed less severe this summer than last, and credit was given to the AATA for running shuttle buses from outlying lots. Perhaps some of the credit should go to the BCC and other groups such as AABL for promoting bicycling as an alternative to driving a car.

Another successful BCC project was a volunteer "workcamp" for young people who spent part of their time learning about bicycling and part working on maintaining bike paths -- sweeping, cutting weeds and trimming low-hanging branches. Three paid workers were provided by CETA, and several volunteers came for periods varying from a day to two weeks.

A third BCC project is getting bike racks installed at business places around town. Over a hundred racks have been purchased and are being sold to business proprietors at half-price. If AABL readers know of any business locations which need bike racks, you can call the Bicycle Program office at 994-2814.

Clifford Graves (Cont.)

"In our haste to get underway on our bicycles, we completely forgot to get a travel permit. Also in our haste, we took the wrong road. Night fell, and we were still miles away from our destination of Sookhou. In a small town, we asked for a hotel. Every town in China has a hotel. The whole town ran out to show us where it was. We had a fine dinner and bedded down. At ten o'clock there was a knock at the door. Police! Where is your permit? No permit. Further communication being difficult, the police wrote us a permit on the spot."

Want to hear more? Clifford Graves will speak at the meeting room in the Fire Station across from City Hall at 7:30 p.m. on Saturday, October 2nd.

Religion (Cont.)

The support vehicle for these rides is a van pulling an enclosed trailer. Clothing (in orange crates) and bedding go inside the trailer, while Mr. Witbenschaw has designed and built a bike rack for the roof of the trailer which holds 27 bikes. Overnight accommodations are in churches, community centers, etc., and are arranged through the local churches. The riders have a chance to meet with members of the local congregation, and often sing in the churches. This "Wheels Alive" program is designed to serve spiritual, social, mental, and emotional needs as well as the physical. The closeness to nature and camaraderie encouraged by the group ride make bicycling an ideal way to meet these goals. Anyone wanting further information about this program may contact Randy Witbenschaw at the Forest Avenue Baptist Church, 218 E. Forest Avenue, Ypsilanti (483-6216).

GETTING THERE WITH REUBEN

We are enclosing a sample copy of Reuben Chapman's new publication, "Getting There by Bicycle." You will remember that Reuben's very popular weekly column was dropped by the Ann Arbor News; we wish him well with his new publishing venture.

MARK YOUR CALENDAR

Some of the finest hiking weather is approaching and since fall calendars get full very fast, you might want to note the following bicycling events now:

SEPTEMBER, SUNDAY BREAKFAST RIDES (Farmers Market, 8:30 A.M.*)

Sept. 12th - Picnic in a Park (Ann Hunt, 761-1147)

Sept. 19th - Picnic in a different Park (Tina Smith, 662-5175)

Sept. 26th - Hidden & Beautiful Places (Tom Pendleton, 971-6339)

OKTOBER - BIKEFEST (Oct. 2nd - 10th)

A series of events sponsored by the City Bike Program and AABL happened to come together to create an interesting and fun week of hicycle activities - a natural Oktoher-BikeFest.

Oct. 2nd - Clifford Graves, founder of the International Bicycle Touring Society, will give a talk on his hike trip in China.
7:30 P.M., upstairs Meeting Room in the 5th Ave. Fire Station.

Oct. 3rd - 5th Annual Pannier Potluck - Bring a dish to share to Gallup Park, 8:30 A.M. **

Oct. 5th - 9 - 12 A.M., Henderson Rm., The League: H.J. Van Vulpen, an engineer from the Dutch Ministry of Transport, will conduct a workshop on Dutch hiking facilities.
1 - 4 P.M., Henderson Rm.: Come to a workshop on local biking conditions around the state of Michigan.
7:30 P.M., Meeting Room at the ~~Public Library~~ *Fire Station*: H.J. Van Vulpen on hike tourism in Holland. (All events open to the public)

Oct. 10th - West Huron River Drive will be the focus of events planned by the City Bike Program. Come enjoy a day of hiking along the river. (Call Tom Pendleton, 994-2814, after Oct. 1st, for info.)

* Note New Fall Meeting Time!

** VOL. 1 #2 of the AABL Newsletter reported that on Sunday, Oct. 3rd (1971) we met at 6:30 A.M. to ride to Saline to a restaurant for breakfast - our first Sunday breakfast ride.

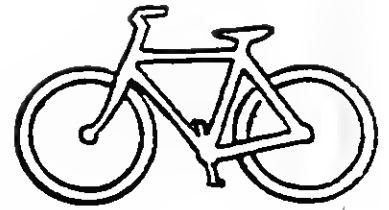
EFFECTIVE CYCLING COURSE SET

Reuhen Chapman's popular course will be offered at the Ann Arbor Y for four consecutive Saturdays from 1 - 5 P.M. starting Sept. 25th. Check the Y's Fall Brochure for course description and registration info.

AABL INFO

This issue of the AABL Newsletter was written by Dave Galhraith, Ann Hunt, Jerry Rees and Tina Smith of the AABL Steering Committee. If you would like to know more about AABL or help with future projects, please call us (663-1150 or 761-1147) or drop a note to the address on page one. We are partially funded by the annual Bike-a-Thon of the Ann Arbor Ecology Center, but we also need support from our readers; a check for \$2 or more will keep you on our mailing list for a year.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 13 NUMBER 1

JANUARY, 1983

HURON RIVER PATH LINK OPEN

An important link in the long-planned Huron River bike path was opened in November, as final work was completed on four-foot bike lanes from Dixboro Dam to St. Joseph Hospital. Congratulations are in order to Karl Kleitsch and the Road Commission, Bob Polens and the Urban Area Transportation Study, and the task force which nursed this complex project along for six years.

Connections from St. Joseph east to Ypsilanti and south on Hewitt Road will be difficult and may take several years since the Hewitt Road extension seems to be stalled. However, it is possible to get to Ypsilanti by cutting south past the EMU stadium to an existing path owned by MU. We hope that bicyclists in the Ypsilanti area will find some way to influence the EMU administration to improve this route.

The Huron River corridor is important for commuters as well as a popular recreational route. It connects two major universities, two colleges, three high schools, altogether enrolling over 60,000 students, and two large hospitals.

Some coming bicycling events to be aware of:

FEET FIRST: A seminar on designing bicycle and pedestrian tours, in Detroit on Feb. 5th.

BIKE EXPO: an annual celebration of the arrival of spring biking weather, held at Community High School on March 19th.

PALM: Pedal Across Lower Michigan, June 26 to July 1; plan now for a great bike ride from Grand Haven to Port Huron, 250 miles in six days, an easy ride in good company.

For information about these events, watch for future issues of the AABL newsletter and/or call the Bicycle Program, 994-2814.

COUNCIL TO DECIDE JAN. 24 ON BIKE BONDS

The Bicycle Coordinating Committee has asked City Council to place on the April ballot a \$900,000 bond proposal to expand and improve Ann Arbor's network of bike routes. Attached to this newsletter is an information sheet detailing the program, showing the location and cost of each project. A public hearing was held on January 10th, at which AABL representatives spoke in support of the proposal.

It has been just ten years since AABL asked City Council to place on the ballot a proposal to finance the bicycle transportation network outlined in Hal Smith's pioneering study. The proposal passed by a substantial majority, making Ann Arbor the first and perhaps only city in the U.S. to finance a major bicycle facility by popular vote. That money has been well spent and a network of bike routes is in place. However, many gaps need to be filled and deteriorating paths rebuilt, so additional funding is needed.

Although the entire program would cost the average taxpayer only about \$3.50 per year for ten years, raising taxes is never popular. Some council members are said to be reluctant to put the measure on the ballot. AABL strongly urges everyone who believes in encouraging bicycle transportation to call his or her council representative by January 24th to ask that the proposal be put on the ballot.

This newsletter is published by the Steering Committee of the Ann Arbor Bicycle League. If you want to continue receiving it and have not contributed lately, please send a check for two dollars or more to the address below. We are planning a special Travel Issue for next month; if you have taken an interesting bike trip recently, write and tell us about it.

JACKSON-LAKELAND TRAIL ALMOST LOST

Six years ago an abandoned railroad right-of-way running from Jackson northeast to Stockbridge, Gregory and Pinckney was purchased by the Michigan Department of Transportation (MDOT). With great fanfare it was announced that a multi-use linear park would be built, with paths for hikers, bicycles and horses, to be developed jointly with the Department of Natural Resources (DNR). Descriptive brochures were printed and public hearings were held. Michigan would have a rival to Wisconsin's Sparta-Elroy Trail, which attracts over a hundred thousand tourists every year. Recently a bill almost passed by the legislature with MDOT's support which would have enabled them to sell the land to the adjacent farmers. What went wrong?

Several factors have combined to make it unlikely that the trail will be built. One is the incredible short-sightedness of the DNR, which decided it did not want to be responsible for operating a linear park. One is the vociferous objections of a few neighboring farmers, partly because they fear an influx of "outsiders", partly because they want to acquire the land for themselves; and finally, the reluctance of MDOT's staff to spend money on anything but automobile transportation.

Conveniently, an assistant to the attorney general offered an opinion that transportation tax money should not be spent outside the high-way right-of-way, giving MDOT an excuse to avoid doing something they didn't want to do anyway. If MDOT persists in hiding behind this legal subterfuge, it means that Michigan will lag far behind other states in recreational facilities. Across the country, abandoned

Now is the time to get your bike in shape for spring; check the tires, chain, and brake pads. When you go to the bike shop, pick up a copy of Reuben Chapman's monthly publication "Getting there by Bicycle". If you need help with repairs, a 6-hour evening course will be offered at Scarlett Junior High in April. Call 994-1677 for more information.

TWELVE FOR AABL

The twelfth annual potluck of AABL's Steering Committee, held at the home of Tom and Ann Hunt, was made even more enjoyable by the return of two charter members of the committee formed twelve years ago. Carol Chaney came back from Chicago with new husband Keith Christianson, and Jim Rees was visiting from Seattle. It was a good time for a congenial group of bicyclists to reflect on twelve years of fun as well as the serious work of promoting bicycle transportation.

railroad rights-of-way are being viewed as a golden opportunity to develop recreational trails. But Michigan has dropped the ball. We believe that the assistant attorney general's opinion is wrong, but it will stand until it is challenged in court. We believe that the DNR is wrong in rejecting the concept of linear parks. And we believe it is wrong for a few farmers to take land that belongs to all of us.

Jerry Rees

ECOLOGY CENTER OF ANN ARBOR
417 Detroit Street
Ann Arbor, Michigan 48104

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Transportation Department

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Bicycle Program

313/994-2B14

BICYCLE FACILITIES IMPROVEMENTS

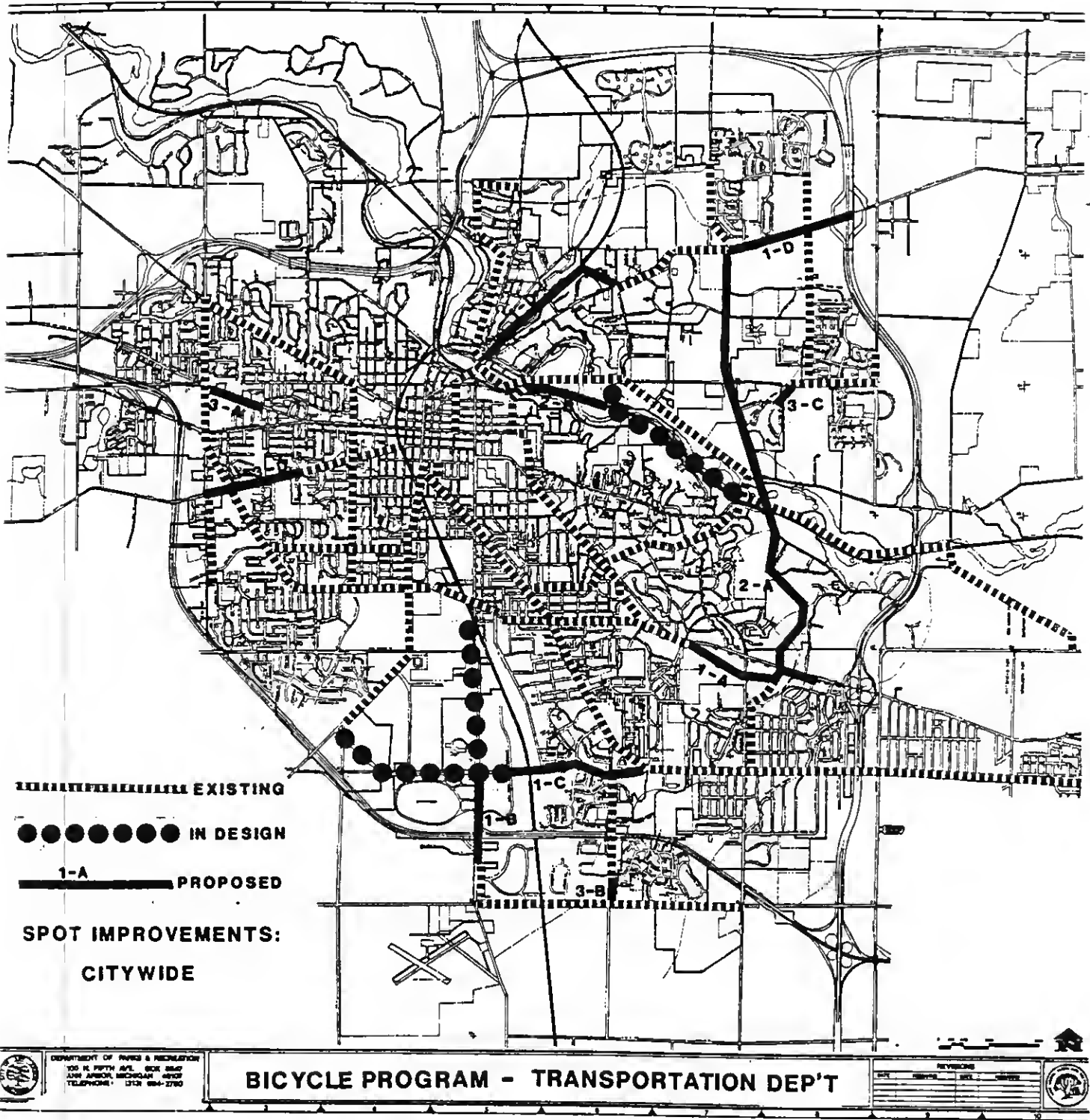
The Bicycle Coordinating Committee of the City of Ann Arbor has recommended a series of improvement projects for the City's bikeway network. These are to fill in gaps in the existing system, replace sub-standard facilities currently in use, and provide for a major effort of spot improvements (curb cuts, signs, signals, detectors, parking, path straightenings, railroad crossing improvements, and such). This series of improvements is proposed to be put before the citizens on the April ballot in the form of a bond proposal. The first step is approval by Council. Hearings on this and other capital improvement projects will be held Monday evening, January 10, 1983. If all proceeds smoothly, Council is scheduled to vote on these on the 17th. (This hearing may have to be continued on the 17th, so the vote may be delayed.) All citizens are welcome and encouraged to attend the Council hearing starting at 7:30 pm in Council Chambers, 2nd floor of City Hall (5th Av at Huron St). Comments may also be sent to the Mayor and Council Representatives directly. (Citizens may contact the City Clerk's office at 994-2725 to determine who their Representatives are.)

POTENTIAL FUNDING SCHEDULE BY PRIORITY

		Map #
1984 fiscal year (begins July 1, 1983)		
Spot Improvements	\$60,000	Citywide
Washtenaw Av (Manchester to Arborland; match state funds)	40,000	1-A
State St (Eisenhower to Ellsworth)	70,000	1-B
Eisenhower Blvd (Boardwalk to Packard, northside)	38,000	1-C
Plymouth Rd (Broadway to Broadway; Huron Pkwy east to line)	100,000	1-D
	<u>\$308,000</u>	
1985 fiscal year		
Spot Improvements	24,000	Citywide
Huron Pkwy (Washtenaw to Plymouth; reconstruction)	136,000	2-A
Huron River Bikeway (Gallup Park to Riverside Park)	150,000	2-B
	<u>\$310,000</u>	
1986 fiscal year		
Spot Improvements	62,000	Citywide
Oexter Rd (Maple to Ooty, to lead into back-street system)	25,000	3-A
Stone School Rd (Champaign to Ellsworth)	18,000	3-B
Glacier Way by-pass (Lakehaven to Green)	20,000	3-C
Liberty St (Virginia to Maple)	75,000	3-D
	<u>\$200,000</u>	
TOTALS:	\$308,000	
	310,000	
	200,000	
	<u>82,000</u>	(10% contingencies)
	<u>\$900,000</u>	

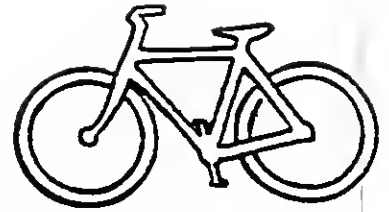
\$900,000 in bonds to be paid off in ten years would cost the average homeowner in Ann Arbor (with a home worth \$70,000, an SEV of \$35,000) \$3.50/year...1/10th mill.

PROPOSED BICYCLE FACILITIES IMPROVEMENTS 1983 - 1986



City of Ann Arbor, MI

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 13 NUMBER 2

MARCH, 1983

MARK YOUR CALENDAR

- | | |
|--------------------|---|
| SATURDAY, MARCH 19 | BIKE EXPO, Community High School, 10 A.M. to 5 P.M. exhibits, demonstrations, films, information about activities, touring, equipment |
| MONDAY, APRIL 4 | ELECTION DAY, polls open 7 A.M. to 8 P.M.; vote for mayor and council members, and millage proposal for park rehabilitation and development |
| SUNDAY, APRIL 10 | BREAKFAST RIDES BEGIN at Farmers' Market at 8 A.M. family-oriented short rides to restaurant for breakfast and conversation |
| SUNDAY, MAY 1 | BIKE-A-THON: time to get sponsors and decide which route to bike. Major fund-raising event of the year. See inside for details |
| WEDNESDAY, MAY 11 | BIKE TO WORK DAY state-wide event to promote bicycle commuting; invite a co-worker to bike in with you |
| SUNDAY, JUNE 26 | P.A.L.M. (Pedal Across Lower Michigan) Ideal introduction to bike touring; six easy days, with truck carrying gear; fun for families |
| SUNDAY, JULY 3 | HURON RIVER DAY annual celebration; enjoy the beauty of the Huron River valley. Come to Gallup Park for picnic, biking, canoing, contests |

Ann Arbor Bicycle League
Ecology Center of Ann Arbor
417 Detroit Street
Ann Arbor, Michigan 48104

BIKE-A-THON COMING MAY FIRST

The Ecology Center's Bike-a-Thon, a welcome annual fixture on the Ann Arbor scene, will be held this year (weather permitting) on May First. The routes of both City and County loops (11 and 28 miles, respectively), while slightly less venerable than the event itself, have remained fixed for quite a few years now, since there seems to be a pretty universal agreement that these provide some of the nicest bicycling in the area.

The City loop follows Fifth Avenue and Packard to Elmwood (one block east of Platt). It then turns north on Elmwood and Huron Parkway to Hubbard, winds through North Campus to Fuller, and returns to the Farmers Market via the new Maiden Lane bridge, Riverside Park, Broadway, Summit, and Fifth Avenue.

The County loop also starts at the Farmers Market, and goes west to Dexter by way of Huron River Drive, which is always lovely whatever the season, but especially so in the Spring. From Dexter, the route goes south on Parker Road to Scio Church, which brings it back into Ann Arbor through the rural countryside. Seventh Street and Miller Avenue complete the loop to the Farmers Market.

For those cyclists looking for a longer ride, the Ann Arbor Bicycle Touring Society offers the 58 mile Azalia Metric Century and the 100 mile Grape Century, also on the First. Bike-a-Thon brochures, with sponsor sheets and maps of all four routes, will be available from March 26 through the end of April at the Ecology Center (417 Detroit St.), Ann Arbor City Hall, bike shops, Ann Arbor Public Libraries, and school offices.

In addition to the ample pleasures of biking on a lovely (we hope!) day in May, participants may enjoy performances by the Mask Puppet Theater at the Farmers' Market. The City loop passes by the Cobblestone Farm at Buhr Park, which will be open, while County loop cyclists may pause for a Nature Tour near Dexter on the Huron River, and for a tour of a solar home on Scio Church Road. Lemonade for riders will be provided at the Farmers' Market courtesy of Bicycle Jim's and The Bombay Bicycle Club. Cyclists on the Azalia Metric Century will be offered lemonade courtesy of the Hornet Bike Shop as they pass through Saline.

(continued on p. 3)

STATE STREET TO INCLUDE BIKE LANES

At a public hearing on March 3, city of Ann Arbor engineers outlined their plans for the reconstruction of south State Street between Stimson and Eisenhower, as well as Eisenhower itself in the vicinity of Briarwood. Bicycle facilities constitute an important component of the planned construction.

The rebuilt portion of State Street will feature five-foot bike lanes in addition to three to five auto lanes and a pedestrian sidewalk. Along Eisenhower, where there will be fewer driveways and better sight distances than on State, the choice was made to build off-street sidewalk bike paths (eight feet wide) on each side of the street.

These plans appear, to most people who have examined them, to provide an excellent solution to the problems of bicycle movement in the affected area. The bike lanes will provide fast, safe routes for bicyclists, although more timorous souls may use the sidewalk if they wish. The sidewalk paths along Eisenhower should be among the better examples of this type of facility, with few of the problems which elicit complaints concerning sidewalk paths elsewhere in the city.

Bicyclists were well represented at the public hearing, with five (out of a total of seven or eight) citizens giving this as their primary concern. Probably as a result of this show of support, the Briarwood representative felt constrained to mention bicycles in his second address of the hearing.

PALM (Pedal Across Lower Michigan)

PALM is shaping up to be one of the outstanding biking events of the year. Starting at Grand Haven on Lake Michigan, bicyclists will cross the state to Port Huron, finishing the ride in Sarnia, Ontario, on Canada's Dominion Day, July 1. The Blue-water bridge at Port Huron will be closed to motorized traffic for an hour as the group bicycles over the St. Clair River escorted by the Royal Canadian Mounted Police. Dates are June 26 to July 1; call 994-2814 for more information.

AABL has always supported the Bike-a-Thon; now, as an official part of the Ecology Center, we feel more than ever the need to help make this event a success. The Bike-a-Thon is a major fund raiser for the Ecology Center. Last year, about \$14,000 was raised in this event, and the goal for this year is \$15,000. This money helps support the Center's programs in transportation planning, recycling, environmental education, and environmental advocacy. AABL also urges readers to volunteer as Marshals for the ride; this entails a small amount of additional responsibility, but provides much satisfaction from knowing that YOU helped make the event safe and successful. Call Wendy Wilson at the Ecology Center, 761-3186, daytimes, or Paul Alman, 663-2540, evenings to volunteer.

NEW TOURING SERVICE FOR BICYCLISTS

A new venture for Reuben Chapman, Ann Arbor's indefatigable advocate of pedal transportation, is a touring information service which will offer two things: a monthly publication, "Michigan's Bicycle Connection," including a directory of bicycling organizations and suggestions for tours; and a personal tour planning service with advice about routes, accommodations and help in locating tour partners if desired. His partner is Jeffrey Boudin, owner of Miller's Ice Cream Parlor on South University. The journal will sell for \$1 per copy or 9 issues for \$6. If you are interested, call Reuben at 662-7649.

"Spring is sprung,
The grass has risen,
We wonder where
The bikers are?"

At breakfast, of course! Here is our schedule for Sunday rides, all meeting at the Farmers' Market at 8 A.M.

April 10: Hal & Tina Smith, 662-5175
April 24: Jerry & Carol Rees, 663-1150
May 8 : Tom & Ann Hunt, 761-1147
May 22 : Smith
June 5 : Rees
June 19 : Hunt

The first three rides will be to nearby restaurants for breakfast. After that it will be warm enough to picnic in a park. Destinations are chosen by the group when we meet. If it is raining at 8 A.M. the ride will be cancelled.

LEAP INTO SPRING AT BIKE EXPO!

Ann Arbor's 4th Annual BIKE EXPO is coming this Saturday, March 19th. Visit Community High School between 10 a.m. and 5 p.m. to see over 25 displays from bicycle shops, bicycling organizations, inventors, and government organizations and to view films about bicycle touring, racing and safety skills.

"This year's BIKE EXPO should be the best yet", says Tom Pendleton, our city Bicycle Coordinator. "We have exhibits coming in from all over southeast Michigan, and the range of topics is the broadest we've had. Whatever one's question about bicycling, there's sure to be someone at BIKE EXPO who will venture an answer!"

There will be out-of-state imports as well. "The VBT Spirit", a film about country inn bicycling with Vermont Bicycle Touring, shows what it is really like to participate in a group tour. The film captures the spirit and adventure of pedaling along quiet country roads, gliding through picturesque villages and lush farmland, swimming in secluded waterfalls, and relaxing at cozy country inns, all while enjoying the company of other cyclists and the personal attention of VBT's leaders. (At last you can see what Ann and Tom Hunt have been trying to describe in this newsletter for the past three years!)

Another film, "The Trans-America Trail", tells about Bikecentennial and its back-road route for bicyclists connecting Reedsport, Oregon with Williamsburg, Virginia. "The 1981 Coors Classic", about the country's leading bicycle race series, is narrated by ABC's Jim McKay and keeps viewers on the edge of their seats for close to a half hour. "Bicycling - The Beginning Years" and "It's Your Move", two excellent films on bicycle safety, will also be shown.

Special attractions this year include "The Wheelmen", costumed bikers with machines up to 100 years old, and the "Classic Bicycle and Whizzer Club of America", featuring bicycles from the 1920's, 30's, and 40's.

BIKE EXPO is sponsored by the City of Ann Arbor Bicycle Coordinating Committee, Community High School, and SEMCOG - the Southeast Michigan Council of Governments. Leap into spring at this exciting event.

ISSUES IN CITY ELECTION, APRIL 4

On April 4th voters will elect a mayor and council members, as well as approving or rejecting a millage proposal for park rehabilitation and development. AABL urges a "yes" vote on parks; the Park Commission has been responsive to our suggestions for making parks accessible to bicycles. Although there is not much specifically for bicycles in the proposal, we feel that the money is needed and will be well spent.

We sent letters to each mayoral and council candidate asking their opinion on the following questions:

1. Do you believe that the City's bikeway network should be extended and improved as recommended by the Bicycle Coordinating Committee?
2. If so, how do you think the improvements should be financed?

Here are their responses:

Louis Belcher, Republican, mayor candidate:

1. I agree with the BCC's proposal to improve and extend our bikeway network.
2. The best way to raise the necessary funds is through a voter-approved general obligation bond issue. I do not think that this spring would have been the best time to propose such a bond issue, however. After the economic situation has eased, I will gladly support this bond issue and its placement on the ballot.

Lowell Peterson, Democrat, First Ward:

1. Yes. I am not clear about why some people who seemed very much pro-bicycle did not support this proposal, but I think that proposals that are the result of so much work and community input and that encourage bicycle use are supportable.
2. Well, I voted for the bond issue. Perhaps we can dig some money out of the Transportation Department.

Dick Deem, Republican, Second Ward:

1. Yes, I think we should to the extent that it is needed for a functioning program.
2. I have a general principle: do things as you can afford to pay for them. Where an improved bicycle network comes on a list of priorities -- like senior citizen housing -- I don't know. But I'd like to see it considered by Council along with general operating fund projects.

Jeff Epton, Democrat, Third Ward:

1. It's absolutely fundamental that bike-ways be improved and extended according to the recommendation. Ann Arbor should promote bicycling as legitimate alternative transportation, not simply recreation.
2. I think millage would be appropriate funding. We will all benefit in obvious ways: energy conservation, reduced road wear, improved health. We should all pay. It is a cheap and effective form of community development.

John Powell, Democrat, Fourth Ward:

1. Yes
2. Through a bond issue.

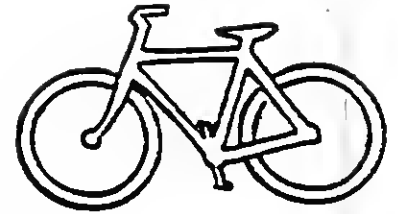
Kathie Edgren, Democrat, Fifth Ward:

1. Yes. Bicycling should be encouraged as much as possible. It is enjoyable, healthy, energy-efficient and it contributes to the quality of life in Ann Arbor. Bike lanes in the streets should also be utilized where appropriate. This will help to dispel the "bike as a toy" attitude.
2. First, grant possibilities should be explored. If funds are not available, it seems appropriate for funding to come from the capital improvements budget/program in the form of a bond proposal since bike paths would be classified as a capital improvement. Another possibility is to use some of the expected revenues from activation of the dams. This seems particularly justifiable where bike paths are constructed near the river.

Unfortunately, we did not get responses from the other candidates in time for including in this issue.

This issue of the AABL Newsletter was written by Dave Galbraith, Ann Hunt, Jerry Rees and Tina Smith. The Ann Arbor Bicycle League is an affiliate of the Ecology Center; its goals are to encourage more people to use bicycles for transportation and to make biking safer and more pleasant. You can help defer the cost of mailing by sending a check for \$2 or more to AABL, 417 Detroit St, Ann Arbor 48104. Readers are urged to send comments or short articles for publication in future issues.

A A B L



ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 13 NUMBER 3

MAY, 1983

May is American Bicycle Month. We invite you to join in celebrating the virtues of bicycling, the ideal way to travel. Beginning as well as expert bicyclists will enjoy the events listed below. For more information, call the Bicycle Office at City Hall, 994-2814.

All month: Display at Public Library, 5th Ave.

- 1 BIKE-A-THON, all day, starting at Farmers Market on Detroit St. Major fund-raising event for Ecology Center and AA Bike League. Get entry forms at the Center, libraries, City Hall, bike shops.
- 7 Maintenance Drop-in Clinic, 9 AM-noon, at Farmers Market. Bring in your bike for a free check-up and learn how to do minor repairs. Sponsored by AA Bike Committee.
- 7 Cruising Ann Arbor, 12 - 3 PM, starting at Antique Mall, Ashley at Huron St. Join members of the Classic Bike and Whizzer Club on balloon-tired "cruisers" on a tour of downtown Ann Arbor and Gallup Park. Modern bikes welcome as well, but pace and distance are designed for single-speed cruisers. AABC.
- 8 Breakfast Ride, 8 AM, Farmers Market. Join Ann Arbor Bike League (AABL) for easy-paced ride to area restaurant. For information, call the Hunts, 761-1147.
- 8 Afternoon Tour, 1:30 PM, meet at old train station, Depot St. by Broadway Bridge. 35-mile pleasure excursion, sponsored by Ann Arbor Bicycle Touring Society (AABTS), call John Hillegonds, 971-9408.
- 11 Bike-to-Work Day designated by Governor Blanchard to recognize the value of bicycling as a practical and efficient means of transportation. Groups will form in various neighborhoods and led by Mayor Belcher and other city officials, will bike to City Hall for a rally at 8 AM. Watch newspapers or call 994-2814 for locations of starting points.
- 12 Ann Arbor Bicycle Committee Public Meeting, 7:30 PM, Fire Station Conference Room, 5th Ave. across from City Hall. Special program for Bicycle Month: police officers will take part in discussion of bicycle traffic law enforcement. Public input on AABC program welcome.
- 14 Maintenance Clinic, see May 7.
- 14 Tour to Dexter, 8:30 AM, meet at old train station. 25 miles or more (your choice) to the Dexter Bakery. AABTS, call Badgleys at 761-2482.
- 15 Breakfast Ride to Pinckney, 8 AM, Farmers Market. Special ride to meet with group organizing support for Jackson-Lakeland biking-hiking trail. AABL, call Rees at 663-1150.
- 15 Hathaway House-Blissfield Tour, 9 AM at old train station for 80-125 miles, or at Hornet Bike Shop in Saline for 50 miles. AABTS, Henry Schuman, 434-2030.
- 18 Deadline to register for workshop, see May 21.
- 21 Maintenance Clinic, see May 7
- 21 Tour to Dexter, see May 14.
- 21 Bike Workshop, 9-4, County Service Center on Hogback Rd, short course on traffic skills and repairs sponsored by 4-H clubs. \$3.50, advance registration required by May 18. Call 973-9510.
- 21 Tree Routes Tour, 10 AM, 11 AM and noon, Farmers Market. Bicycle tour of Ann Arbor's outstanding trees; easy biking. 994-2814.
- 22 Breakfast Ride, 8 AM, Farmers Market. AABL's first picnic ride of the season. Bring food eat at nearby park. Call Smith, 662-5175
- 22 Afternoon Tour, see May 8.
- 24 An Evening of Bicycle Touring, 7:30, Public Library, 5th Ave. Learn about bicycle touring opportunities in Michigan, other States and Europe, either independently or in organized groups. AABC, 994-2814.
- 30 Democratic Tour (Republicans too), 9 AM, old train station. Group will choose own leader and destination. AABTS

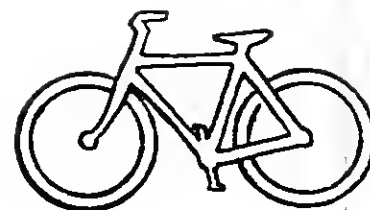
MAY IS BICYCLE MONTH

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 BIKE-A-TOWN!	2	3	4	5	6	7 Maintenance Drop-in Clinic Cruising Ann Arbor
8 Breakfast Ride Afternoon tour	9	10	11 Bike-to-Work Day	12 AA Bike Committee Public Meeting	13	14 Maintenance Clinic Tour to Dexter
15 Breakfast Ride to Pinckney Hathaway House- Blissfield Tour	16	17	18 Deadline for workshop reg- istration (see 21)	19	20	21 Bike Workshop: 48 Tree Routes Tour
22 Breakfast Ride Afternoon Tour	23	24 An Evening of Bicycle Touring	25	26	27	28
29	30 Democratic Tour	31				

ECOLOGY CENTER OF ANN ARBOR
417 Detroit Street
Ann Arbor, MI 48104

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ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 13 NUMBER 4

JULY, 1983

HURON RIVER DAY is Sunday, July 3rd. Join us for a city-wide celebration of the beauty of the Huron River valley. Many events are planned, such as rowing and kayaking demonstrations, hot air balloon ascension, and music by the Galliard Brass Ensemble. Events will take place at Gallup Park between 12 noon and 4 PM. The Ann Arbor Bicycle League will have a picnic at the park from 12 to 1 PM and then lead short bike rides on the beautiful bike paths along the river. The City Bicycle Program will have a display and conduct a bike maintenance clinic. For a thoroughly pleasant day on the river, come to Gallup Park on July 3rd!

SUNDAY BREAKFAST RIDES will be held on July 17th and August 28th. Bring a picnic breakfast and join us at the Farmers Market at 8:00 AM for a ride to a nearby park. These are slow rides suitable for all ages; bring the family.

ONE HELLUWA RIDE will be held on Saturday, July 9th. Three routes with lengths of 31, 62 and 100 miles will all start and end at Wylie Middle School in Dexter. Sponsored by the Ann Arbor Bicycle Touring Society, the ride attracts many hundreds of bicyclists from all over the midwest. Entry forms are in local bike shops, or write to AABTS, 1075 Chestnut, 1 Arbor 48104.

BIKE-A-THON A SUCCESS: many AABL members and friends helped make this year's Ecology Center Bike-a-thon a huge success. Over 22 thousand dollars were pledged, 6 thousand more than last year. In spite of inclement weather which forced postponement of all but the early morning rides, there was a good turnout and (almost) everyone had a good time. Ann Hunt is already thinking about how to make next year's event even better.

ABANDONED RAILROAD RIGHT-OF-WAY makes ideal recreational trails. We have written several times recently about the 34-mile route from Jackson to Lakeland, near Hamburg and Whitmore Lake. The land was purchased by the Department of Transportation (MDOT), but development of the trail is bogged down in a political swamp. An enthusiastic group of bicyclists and horse riders has banded together to form the Michigan rRRails Alliance for the purpose of promoting trail development. They have met twice and are busy circulating petitions and gathering support from other organizations. Their next meeting will be in Gregory on July 11th at 7 PM. Call Jerry Rees if you would like to help. 663-1150.

WASHTENAW AVENUE from Stadium to Arborland needs a bike path! For two years in a row, MDOT has programmed funds to design the path and then failed to do the work. The path is their responsibility since it parallels a state highway. State law required that the path be put in when the road was widened several years ago, but MDOT ignored the law. What does it take to get MDOT officials to do their job?

THIS NEWSLETTER is published by the Ann Arbor Bicycle League Steering Committee, an informal group of bicyclists who work for better bicycling in the area. If you would like to help, please drop us a note at 417 Detroit St., Ann Arbor 48104. A donation of \$2 or more to help pay for postage and printing would be appreciated.

(Over)

HEWITT ROAD EXTENSION from Washtenaw to Huron River Drive is a key link in the bike route along the Huron River. The project has been stalled for years for lack of funds, but we have always been assured that when the road was built, bike paths would be included. Now we have learned that State Representative Gary Owen has intervened to get funds for the project, but instead of the four lanes plus bike paths, he got only enough for two lanes and no bike paths. If you are concerned about the omission of bike facilities (required by law for all new construction) contact Rep. Owen's office or the County Road Commission.

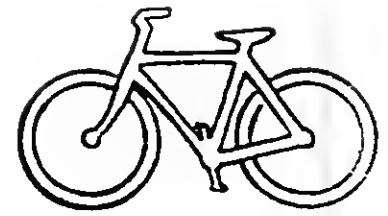
TRAVELING WITH A FOLDING BIKE can add a new dimension to a holiday trip. The Bickerton all-aluminum bike folds into a small canvas bag which can be carried like a suitcase and checked with luggage on plane or train. Elmer White has a used one for sale; call him at 995-2553. If you would like a demonstration ride or more information, call Jerry Rees at 663-1150.

MICHIGAN'S BICYCLE CONNECTION IS A NEW MAGAZINE WHICH WILL KEEP you informed about bicycling opportunities around the state. Pick up a copy at a local bike shop.

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ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 14, NUMBER 1

JANUARY, 1984

AABL AT THIRTEEN

What should we do next? is a question that the Ann Arbor Bicycle League has pondered many times during its quixotic thirteen year life span. Originally inspired by a small group of Ann Arbor citizens who "sort of came together" to promote the welfare of commuter bicycling in Ann Arbor, AABL has gone through periods of dormancy and has seriously thought of disbanding several times, but goes on in spite of itself.

The original AABL issue was concern over the type of bicycle racks which City Council was considering. It was then that AABL established its reputation for sound factual information and a well developed, rational argument for its positions. A receptive City Council listened and responded. This led to the next issue: persuade City Council to establish "demonstration bike routes" along Seventh, Miller and Huron Parkway. The success of this demonstration and the growing citizen interest in bicycling (and support of AABL) led to the resolution in Council to fund the Ann Arbor Bicycle Study. This grew, as a labor of love, to be much more comprehensive than originally envisioned and eventually gained national and international recognition as a pioneering treatment of commuter bicycling.

However, AABL's crowning success was the "transportation safety bond" proposal in 1973. The time was right with growing ecological awareness, and AABL provided the focal point for aroused community interest. The proposal, which provided \$800,000 for bicycle paths, as well as ramps for the handicapped and certain bridge repairs, was approved by over 60 percent of the votes cast. Ann Arbor was one of the first cities to gain national recognition as a serious bicycling community.

BIKE BOND ON BALLOT?

City Council will decide at its meeting on Monday night, January 30th, whether to place on the ballot for the April election a proposed bond issue for bicycle facilities. A similar proposal was rejected by Council a year ago; supporters of the proposal hope that circumstances will be more favorable for Council approval this time. The major issue on the agenda last year was a request for a Park millage, and some Council members were reluctant to ask voters for money for parks and bike facilities at the same time. Ann Arbor voters have a good record for approving worthy requests for funds, and we are confident that this year will not be an exception.

The amount of money being asked for this time is \$950,000, slightly larger than last year. The list of projects is similar but expanded to include the extension of the Huron River Bikeway westward to Maple Road. The main emphases in the proposal are to make existing bike facilities safer and to extend routes to serve outlying shopping centers and residential areas better.

The need for reconstruction of existing paths is perhaps most apparent along Huron Parkway, where funding restraints resulted in the use of a very thin layer of asphalt which is now broken up and weed-filled. Paths like these will be completely rebuilt, widened and straightened.

Other projects will make shopping centers such as Arborland and Plymouth Mall more accessible. The Washtenaw bike route would be extended from Manchester out to Arborland, and the Plymouth Road bypass around the infamous Broadway Hill would get paved bike lanes. Access to the Briarwood area would be facilitated by improving the Eisenhower and State Road routes.

(CONTINUED ON PAGE 3)

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(Continued from page 1)

UATS TASK FORCE FOR BIKEWAY

The Ann Arbor-Ypsilanti Urban Area Transportation Study Committee (UATS) has had a major role in planning and implementing bicycling facilities in Washtenaw County. The late Marilyn Thayer and former director Cecil Ursprung were instrumental in obtaining federal funds and local matching money to plan and build bike paths, and current director Bob Polens continues to be a great help to local bicyclists in their efforts to encourage bicycle transportation. A task force has recently been convened by UATS to study the possibility of a bikeway extending from Ann Arbor to Dexter along the Huron River valley.

The first step in planning was to make a detailed study of the valley, locating possible routes and identifying obstacles such as steep terrain and threatened plant species to be protected. Pollock Design Associates has been retained to do this study and is making good progress. Maps have been prepared which show the parts of Huron River Drive which could be widened to allow a minimum of four-foot paved shoulders for bicycles, and which parts would necessitate off-road facilities because of lack of space in the roadway.

A major disappointment for the task force was learning that the County Road Commission intended to resurface Huron River Drive this Spring without making any attempt to provide more room for bicycles and pedestrians. Considering the popularity of the route and the high potential for accidents, this action is hard to understand.

Any project involving the river valley is complicated by the fact that there are many agencies and constituencies with overlapping concerns. UATS has attempted to expedite the planning process by including representatives from as many concerned groups as possible. Some of these are: County Planning, Parks and Road Commissions; Ann Arbor Parks and Bicycle Office; Metropark Commission; Huron River Watershed Council; Scio and Ann Arbor Townships; SEMCOG; the Dexter schools; and of course AABL. The group hopes to have a report and some specific proposals by this Spring.

This newsletter is published by the Steering Committee of the Ann Arbor Bicycle League, an affiliate of the Ecology Center of Ann Arbor. If you have any comments or questions, please call Jerry Rees at 663-1150. You can become a sustaining member of the League by sending a contribution of two dollars or more to AABL, 417 Detroit St., Ann Arbor MI 48104.

Recreational biking would also be enhanced by extending the Huron River Bikeway. A path would connect Gallup Park with Riverside Park, and would also extend up the river from North Main at Whitmore Lake Road out to Foster Bridge near Maple Road. In cooperation with the Parks Department, portions of the river valley now inaccessible would be opened up to bikers and hikers.

Here is a list of the projects which have been proposed by the City Bicycle Committee to be included in the bonding proposal:

Foot improvements (city-wide) Washtenaw Ave
Manchester to Arborland) Huron Parkway (Washtenaw
to Plymouth Road)
State St. (Ellsworth to Eisenhower)
Eisenhower Blvd. (Boardwalk to Packard)
Jackson Road (Maple to Wagner)
Huron River Bikeway (Gallup Park to Riverside Park)
Plymouth Road (Broadway bypass)
Dexter Road (Maple to Doty)
Stone School Rd (Champaign to Ellsworth)
Liberty St. (Virginia to Maple)
Huron River Bikeway (Barton Dam to Foster Bridge)
Plymouth Road (Huron Pkwy to US 23)

AABL strongly supports this proposal and will work hard to get it passed if Council decides to place it on the ballot. It has been ten years since our successful effort to get funding for bicycle facilities: although a good start has been made, there is still much to be done to make bicycling as safe and pleasant as possible in Ann Arbor.

BIKE SECURITY / CITIZEN INSECURITY

Lock your bike -- how often has that message appeared on these pages? The "bad weather" season will soon be upon us and this creates a market for old clunkers to be used through the winter. Sturdy, elderly models that heretofore many of us had felt were relatively theft-resistant now take on added value.

One morning last week, helmeted and ready for work, I found to my amazement that my "serviceable" bicycle had been removed from my garage somewhat earlier. Alas, I am sad and angry. Don't be a victim -- lock your bike, even in your own garage!

The next tasks in which AABL became involved were the formation of the Bicycle Coordinating Committee (BCC) and somewhat later the hiring of a full-time bicycle coordinator. The BCC is an official organ of city government, appointed by the mayor, to represent the bicycling interests of the community and make recommendations to city government for bicycle-related projects. The Bicycle Coordinator administers Ann Arbor's bicycle program.

With approval of the bicycle bond and appointment of the BCC and Bicycle Coordinator, it looked as if there wasn't much more to do, and AABL seriously considered going out of business.

However, we had discovered that it was very pleasant to go out on a Sunday morning for a leisurely ride and breakfast with other like-minded bicyclists. Also, AABL had become a sponsor of the Ecology Center's annual Bike-a-thon. Clearly we were changing our orientation toward recreational bicycling. But more recently, other bicycling organizations in town have taken up the Sunday morning breakfast ride, and AABL has become fully integrated into the Ecology Center.

From the very beginning, AABL has been an unusual group. Anyone who contributes to the support of this newsletter is automatically a member of AABL. We have no formal organization, by-laws or officers. We operate and reach decisions solely by consensus. Any member of AABL is welcome to be a part of the Steering Committee. AABL has been the subject of several theses and term papers. It also has been the matrix of several romances and two marriages.

But, what should we do next? From the very beginning this newsletter has been the vehicle to inform citizens of Ann Arbor about bicycling issues and events. But now we need to hear from you, the members of AABL, what do you think we should do?

Hal Smith

MDOT ASKS BICYCLISTS' INPUT

The Michigan Department of Transportation, at the suggestion of its Non-motorized Advisory Committee, has taken steps to encourage input from bicyclists regarding needed improvements on State highways. The State has been divided into six regions, and for each of these a coordinator has been designated to receive suggestions for improved facilities for non-motorized transportation.

The coordinator for the area which includes Washtenaw County is Ray Ziarno, and his phone number is 517-373-2678. Bicyclists are encouraged to call Mr. Ziarno if they encounter difficulties in using State Highways.



Ballot Decision: January 30th, City Council will decide whether to place a bike facility bond issue on the April ballot.

Bike Expo: March 17th, Community High; get ready for Spring! Exhibits, movies, information about biking.

Bike-A-Thon: May 6th; first big biking event of the season; major source of funding for AABL and the Ecology Center.

PALM: June 23 - 29; Pedal Across Lower Michigan. Good introduction to bike touring for families.

ST. JOSEPH BUILDS NEW CITY

St. Joseph Hospital, now known as the Catherine McAuley Health Center, is busy developing a whole new city between Ann Arbor and Ypsilanti. With the acquisition of a substantial piece of land south of Huron River Drive, hospital officials have decided that it will be necessary to re-align the roads in the area. They have moved ahead with their plans with apparently total disregard for the normal process of cooperation with other agencies concerned with long-range planning in the area. Older residents will remember the similar problem which arose when St. Joe's originally decided to leave its old building on North Ingalls and build a new hospital. Transportation planners suddenly found themselves with a major new traffic generator in an area which was hard to get to from anywhere. Now we are being asked to abandon a section of Huron River Drive which had just been widened and rebuilt because it doesn't suit St. Joe's.

AABL is concerned because we worked for years to find the money to build a bike lane on Huron River Drive, only to find that it may be torn up. We have always advocated that communities develop rational long-range plans for transportation, including non-motorized and mass transit, and we are disappointed that St. Joseph is not taking part in that process.

Jerry Rees

NO PLACE FOR BIKES

A situation has arisen lately concerning the Washtenaw County roads which causes us considerable concern. Resurfacing or first paving is taking place on a number of roads which are of interest to bicyclists, without provision being made for those bicyclists. For instance, Ellsworth Road was repaved this last summer between Carpenter and Platt Roads, and Textile Road between State and Maple was recently surfaced for the first time. Both of these roads appear on the UATS 1990 bicycle plan, and provide useful bicycling routes (east Ann Arbor to Meijers via Ellsworth, and Ann Arbor to Saline via Textile.)

These are but two examples of a very ambitious road (re)surfacing program undertaken by the Washtenaw County Road Commission in 1983 and 1984, largely with borrowed funds. This money must be repaid to the State out of future Gas and Weight Tax

receipts, so that less money will be available for construction for the next few years. Thus it seems obvious that if bicycles are not accommodated now, they won't be for some time to come.

We believe that the Road Commission needs to start thinking seriously about bicyclists NOW, and making specific provision for them in most paving projects. This need not mean separated bike paths, which are seldom appropriate for county roads. But paved shoulders, such as the State has provided on US-12 and M-52, can greatly enhance bicycling and, so we have been told, also prolong the life of the pavement within the auto lanes. It is most important that roads in the eastern part of the county, such as Ellsworth, Hewitt and Whittaker be given paved shoulders now. Their next resurfacing probably won't occur for over a half generation to come, and retrofitted shoulder paving usually seems to have serious shortcomings for bicyclists.

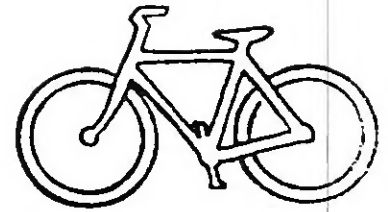
David Galbraith

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ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 14, NUMBER 2

MARCH, 1984

VOTE YES FOR BIKES APRIL 2

We asked each of the eleven Council candidates to tell us whether they supported the Bicycle Facilities bond issue proposal to be on the ballot on April 2nd. The answers we received by press time are printed below. If the candidates in your ward did not respond, we urge you to call them and ask how they feel about the bond proposal.

Jim Burchell, Second Ward, Democrat

I strongly favor the \$950,000 bicycle path improvement program. The city has invested a great deal in the current system -- we must maintain that investment. Also, we must encourage bicycling, as an alternative transportation, saving energy, decreasing parking needs, plus it's healthy. I ride my bicycle extensively, as well.

Raohael Ezekiel, Third Ward, Democrat

I will support the bike pathway bonding question. The cost per household would be quite low (probably \$3.60 per year if your house has a market value of \$60,000.)

Moderate-to-heavy bike use can have important positive effects on our overall transportation and fuel systems.

Jeannette Middleton, Third Ward, Republican

Being an avid biker, I understand the need for more bike paths within the city and for maintaining those now in existence. However, the bicycle path proposal in the present bond form is too costly because of the debt service incurred with such financing. A new project should have total funding cost including projected maintenance. These upkeep costs are not included for in this proposal.

Paul Jensen, Fifth Ward, American Independent

I support all citizen relief and would like to see bikes like you see in Saigon. I don't drive.

Ann Arbor voters will decide on Monday, April 2nd, whether they want to expand and improve the network of bike routes which was started in 1971. Since the depletion of the \$800,000 voted in 1973, very little money has been available for maintenance and none for expansion of facilities. Several of the heavily used paths such as Huron Parkway are deteriorating badly and must be rebuilt. Spot improvements such as railroad crossings, bicycle-sensitive traffic light detectors, and straightening dangerous bends in paths are urgently needed. Routes need to be extended to Arborland and Plymouth Mall. Recreational biking along the Huron River would be enhanced by connecting the paths in Gallup Park and Riverside Park, and extending a route up the river toward Dexter. All this will be possible if the proposed bond issue is approved on April 2nd. The cost to each household is estimated as a modest \$4 per year for 10 years.

COMING EVENTS

March 17	Bike Expo: Community High, 10-5
April 2	Vote YES for Bikes
April 19	"Ann Arbor before the Automobile" Wystan Stevens, Library, 7:30 PM
May 6	Bike-a-thon: Ecology Center
May 15	Bike-to-work Day
June 23-29	PALM: Pedal Across Lower Michigan

John P. McNabb, Fourth Ward, Democrat

I support the bicycle path bond issue for several reasons. As an occasional bicyclist and one-time enthusiast, I feel provisions for bike paths are an attribute to our community. They provide safety, pleasure, economic transportation alternatives, as well as promoting health and fitness. These are elements which I believe help Ann Arbor to project its positive, progressive and vibrant image. I look forward to supporting and working with your group on council. Should you decide that our interests coincide, please bring friends to the polls on April 2nd.

ANN ARBOR BEFORE THE AUTOMOBILE

Justin Stevens, well-known Ann Arbor historian, will speak at the Library on Thursday, April 19th, at 7:30 P.M. He will tell about life in Ann Arbor when there were no cars, no parking problems, and no traffic lights. His talk, entitled "Ann Arbor Before the Automobile", will draw on his collection of thousands of slides illustrating Ann Arbor's history. Modern residents accustomed to the ubiquitous automobile may be surprised to learn the extent to which bicycles and trolleys met the town's transportation needs. There will be no charge for the program, and the public is invited.

PROMOTING BICYCLING

A seminar on the economic benefits of promoting bicycling will be held at the Michigan League on the 1st of Michigan campus on Tuesday, March 27th. The goal of the "how to" session is to demonstrate the economic benefits of promoting bicycling, and to provide local communities with the information and expertise needed to develop and promote their own programs. The seminar will feature examples of successful programs, information on how bicycle facilities affect property values, marketing studies that profile bicyclists, ideas on organizing social events and attracting bicycle tours, and trails-to-rails opportunities.

The program will go from 9 AM to 3 PM and is co-sponsored by the College of Architecture and Urban Planning, SEMCOG, the City of Ann Arbor Bicycle Program and UATS.

CONTRIBUTIONS NEEDED

For the first time in eleven years, the Ann Arbor Bicycle League is making an urgent appeal for money from its members and friends. Since the City's Bicycle Program cannot use tax money to promote passage of ballot issues, AABL has the primary responsibility to see to it that voters are informed about the bond issue proposal to be voted on April 1st. Several of our sustaining members responded

generously when we campaigned for the first bond issue in 1973, and we hope they will do so again.

Ordinarily, AABL carries on its activities with relatively little cost; a two-dollar yearly contribution is enough to pay for the newsletter, and we also receive a small share of the income from the annual Ecology Center Bike-a-Thon. However, we hope to distribute ten thousand brochures between now and election day, and will have several ads in the Ann Arbor News. The cost of all this will be close to a thousand dollars.

So, please, use the enclosed envelope to mail us a check! Two fifty-dollar contributions have already come in, so we are on our way. This is your opportunity to let the people of Ann Arbor know that you want to see better facilities for bicyclists.

BIKE-A-THON COMING

Plans are well under way for the annual Ecology Center Bike-a-Thon to be held on May 6th. A new route will be added, to be called the Muffin Metric. The distance will be just under a hundred kilometers (58 miles) and will go through the gently rolling countryside north and west of Dexter. Riders will all receive a package of Jiffy Muffin Mix contributed by the Chelsea Milling Company.

Many volunteers will be needed for this important event, to staff check points, put up signs, drive sag wagons, and tally pledge cards. Workers who will be able to ride on the day of the event will have a pre-bike-a-thon ride on the weekend before. If you can help, please call the Ecology Center at 761-3186.

HELP DISTRIBUTE FLYERS

We have enclosed two copies of the flyers we are using to promote passage of the Bike Facilities Bond Proposal. Please hand them to friends and ask them to vote for the proposal. If you would be willing to help distribute more, you can pick up a supply at the Ecology Center, 417 Detroit St., or call Jerry Rees at 663-1150 and they will be delivered to you.

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, Michigan 48104

Councilman James Blaw
City Hall
Ann Arbor 48102

A A B L

ANN ARBOR BICYCLE LEAGUE NEWS

VOLUME 15, NO. 1

APRIL, 1993

CANDIDATES RESPOND TO BICYCLING CONCERNS

In preparation for next Monday's city election in Ann Arbor, the Ann Arbor Bicycle League invited each candidate for mayor and city council to respond to the questions below. Here are the answers from the candidates we heard from.

1. Do you think that increased emphasis on nonmotorized transportation (bicycles and walking) can help significantly to alleviate Ann Arbor's parking, traffic congestion and air quality problems?
2. Ann Arbor now receives about \$40,000 per year from the State gasoline tax for nonmotorized transportation. Do you think the city should be spending at least a comparable amount of its own money to encourage increased use of bicycles?
3. For several years Ann Arbor had a full-time bicycle coordinator who was a professionally trained transportation planner. The position was moved to the Parks Department and downgraded to half time or less. Do you think this position should be restored to full-time status?
4. Do you have any specific ideas about how people could be encouraged to travel by bicycle instead of by automobile?

Mayor Candidate Liz Brater, Democrat:

1. Encouraging nonmotorized transportation is an essential component of reducing traffic congestion and parking problems.
 2. It is an excellent goal to find \$40,000 to encourage increased use of bicycles. Unfortunately, the city of Ann Arbor this year is facing decreasing state shared revenues, and until budget issues are resolved on the state and federal level, the city will continue to operate in a belt-tightening mode.
 3. Yes, but I think the money will be hard to find in this year's constrained budget, for the reasons explained in answer 2.
 4. In order to encourage travel by bicycle the city should work to complete the citywide bike route system and encourage more
- (continued on next page)

Mayor Candidate Ingrid Sheldon, Republican:

1. An increased emphasis would certainly help alleviate parking, traffic congestion and air quality problems. Advocacy groups such as yours can help educate the public to the benefits of nonmotorized transportation. Because of our commuting population and the general life style exhibited by this community, I am doubtful that the aforementioned problems would ever be "significantly" reduced.
 2. In some respects the City of Ann Arbor is spending a "comparable amount" on money on nonmotorized transportation. Where possible bike paths have been incorporated into new transportation construction projects at much greater cost. Those included in the Plymouth Road ad
- (continued on next page)

Mayor Candidate Emily Hopp Salvette, Libertarian:

1. Yes, increased emphasis on nonmotorized transportation is obviously a good way to reduce parking problems, traffic congestion and air quality problems, not to mention the increased personal health benefits from walking and bicycling.
 2. No. City spending is too high already. If the city left more money in your pockets, your members would be able to buy the services you want, and your organization would be able to raise the needed funds to create programs that promote bicycle use.
 3. It is difficult for me to believe that one city employee, even working full time, can come up with a bicycle plan that will satisfy all of you. And, political haggling and posturing will make implementing any good ideas that do arise a slow, painful process. I think the
- (continued on next page)

Ann Arbor Bicycle League
417 Detroit Street
Ann Arbor, MI 48104

ANN ARBOR BICYCLE LEAGUE NEWS, APRIL 1993

(Brater, continued)

motorists to yield to cyclists and pedestrians. We need to maintain the bike routes and provide adequate bicycle parking and lockers. I have pressed the DDA to provide bike racks as part of its pedestrian improvements program. Locker room and shower facilities for bicycle commuters would also be helpful. I am also interested in the possibility of allowing bicycles onto mass transportation, to facilitate a combination of modes of transportation. I would support a restoration of the free bicycle program, wherein any citizen could make use of a specially painted public bicycle in the downtown area. We should also continue our Bike to Work Week program, for which the city won a first place Municipal Achievement Award from the Michigan Municipal League this year.

The city's transportation plan calls for reducing reliance on the single occupancy vehicle through increased use of carpools, mass transportation and bicycles. It is a very big challenge to effect the life-style changes involved in meeting this goal. In order to find ways to do this, I established the Transportation Plan Implementation Task Force. This is a group of Ann Arbor citizens with transportation expertise in the goals of the Transportation Plan. It includes a representative of the Bicycle Coordinating Committee. I am looking forward to implementing the recommendations of this Task Force when they become available.

Finally, I believe the mayor can set an example by bicycling to work herself and I do this whenever possible.

(Sheldon, continued)

Gallup Park projects have been much appreciated by the public. There are very limited "general fund" resources to dedicate to this specific use.

3. Combining the responsibilities of a Bicycle Coordinator with those of a seasonal employee allow for the best use of limited general fund resources. The special contractual arrangement with Reuben Chapman was and could be an effective way to address specific bicycle projects on an "as needed" basis.

4. I don't have any "new" ideas. But I would continue to support all education efforts and the incorporation of bike paths or lanes in road projects so that each mode of transportation can operate safely.

(Salvette, continued)

bicyclists and bicycling groups in the city are the experts on what services we need here. You should be the ones making the decisions, not politicians or bureaucrats. The best way for the city to help is to get out of your way and let you do it.

4. We could do four things. First, make it safer to travel by bicycle. Keep the bike paths clear of snow and debris, and ticket motorists whose driving endangers bicyclists. Second, educate people about the benefits of nonmotorized transportation, and also on bicycle safety. I see community organizations like yours playing an important role here (don't let the city do it—it'll cost twice as much as it needs to). Third, repeal burdensome regulations, e.g. bicycle licensing. Any regulation or code that discourages you from creating a bicycle-friendly community should be repealed. Fourth, provide tax incentives for developers to include bicycle paths in their building plans. If they encourage bicycle use, reward them with a tax break.

Ulrich Stoll, Council Candidate, Third Ward Democrat:

1. Quite aside from easing urban congestion and air pollution, pedal power has some other important values. It is a low cost and accessible means of purposeful transportation, and biking are healthy and can be stress reducing. They also enable one to view the passing scene at a more leisurely pace and in greater detail.

2. Ann Arbor should match the modest sum provided by MDOT to more effectively promote the use and enjoyment of the bicycle.

3. I believe the City should resurrect the position of bicycle coordinator and he/she be afforded a chance to make a pitch for annual appropriations directly to the Parks Commission, unfiltered by intervening bureaucracy.

4. Build and properly maintain more and better designed bike paths between key origin and destinations. Particular attention must be paid to path slope and alignment. (slopes appropriate for trail bikes may trigger heart attack or discourage usage altogether.) We also need to think through signage, secure bike racks, (to thwart wheel bending and chain damage, etc.) But first hire an imaginative coordinator.

Council Candidate Kent Charles Hynes, Fifth Ward Libertarian:

1. Yes, bicycles are an effective, efficient means of transportation overlooked by many Ann Arborites, both in and out of the governmental structure. With a little encouragement substantial changes can be made in the way that Ann Arbor's government deals without transportation difficulties. This includes facilitating the use of bicycles, especially during the summer months.

2. No, the City should concentrate its efforts on easing the use of bicycles. For example, better lock-up facilities and harsher punishments for bicycle theft. When these and other related matters are corrected it will be less costly as well as more convenient and bicycle use will increase steadily.

3. No, the City should consult the local bicycle clubs when involved in projects affecting nonmotorized transportation. Members of these local clubs have traveled more of Ann Arbor's bicycle routes than any "bicycle coordinator" could, and therefore are considerably more qualified to make decisions concerning bicycle paths than a hired administrator. The end result would be superior planning and community input resulting in a higher use rate by cyclists. The city would benefit from lower personnel costs and a more satisfied community.

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